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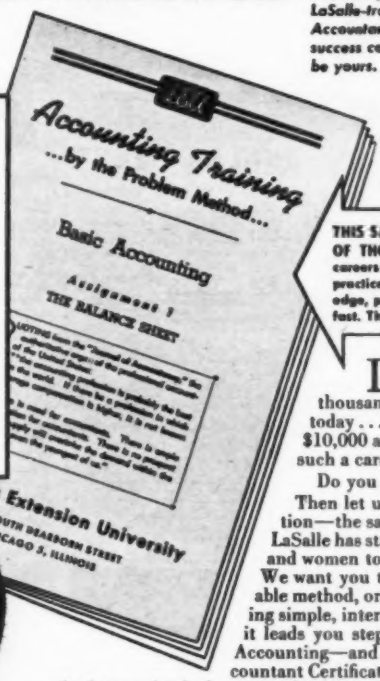

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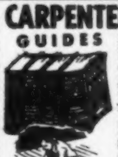

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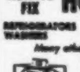

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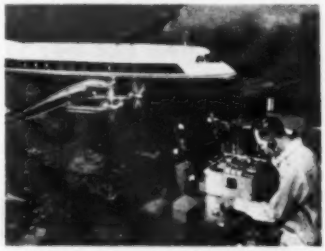

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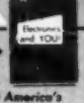

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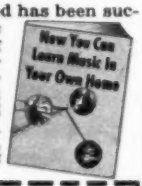

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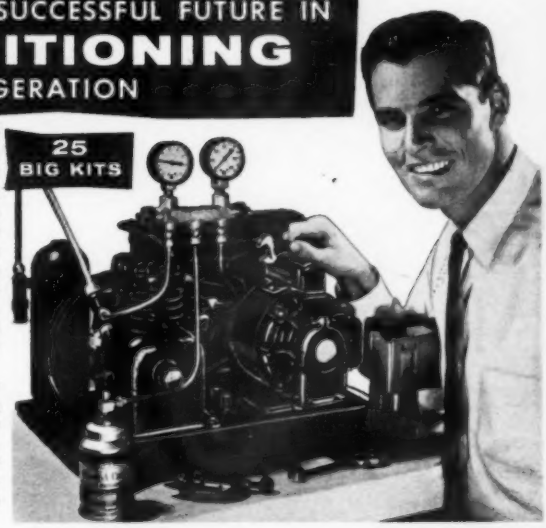

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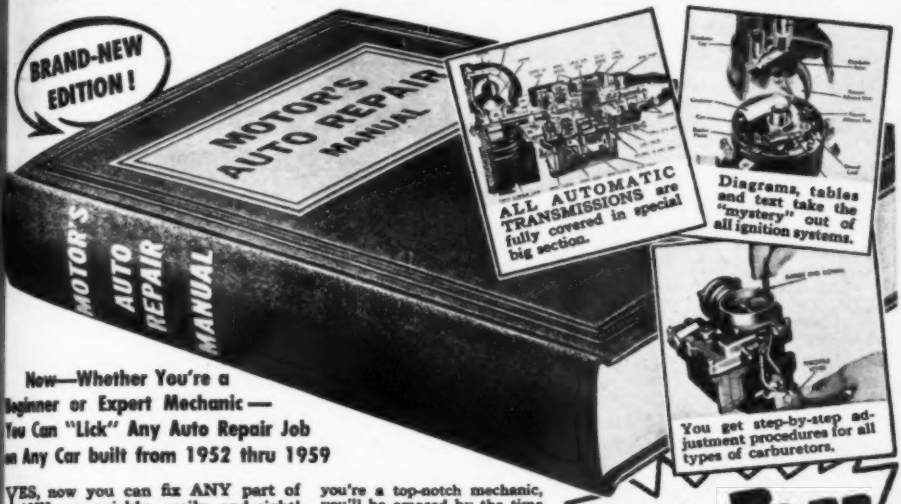

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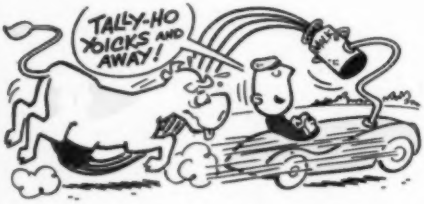

I noted with mixed emotions the photograph of the cow being milked by a mechanical milker that was attached to the induction manifold of a Volkswagen. (It's New, Aug. MI.) For me, rather the cleared-skinned, pink-cheeked dairymaid, milking a placid beast that knows her warm and sympathetic hands. On the other hand, I couldn't help wondering. Would quicker results be possible with a Jaguar?

R. S. Blanchard
Portsmouth, England

You Limeys—hurry, hurry, hurry.

• *Popular Ping-Pong*

Your March 1959 issue included a folding ping-pong table. Since I just recently purchased a new saw I decided to try it on the table. I just wish to say that it turned out to be a real nice table. Before I finished the project I had almost every teenager in town helping. Since this town has nothing to do the kids are using it more than I am. A few more projects like that and I might have a community club going. Thanks for printing it and pass the good word on.

Richard Mitchell
Dublin, Va.

• *Forethought*

That idea of having a trap door in front of the teller's window in a bank, to drop robbers through into a detention cell until the cops come, is a good notion as far as it goes (Inventions Wanted, Aug. MI). But it leaves something to chance. What if a big depositor were standing there and the teller accidentally trod on the pedal? That could be embarrassing. So I suggest that there be another trap, in the cell, and another pedal. If the wrong person is dropped into the cell, he can then be dropped again—into a nearby river, and swept away to sea.

C. P. Reilly
Kansas City, Mo.

• *Dentifrice Savers*

I think I can help your reader who rolls out toothpaste tubes with a rolling pin. We sell a Tidy Tube Key, two for a quarter, that ends this problem.

Howard B. Crane
Cranecraft
Box 766, Danbury, Conn.

• *Indignant*

The new executive plane described in your August issue made my blood boil. Why should some big political cheese ride around in the sky all alone in a plane that holds over 100 ordinary, taxpaying, fare-paying Americans? I can't see throwing that kind of money around just to make our big shots look impressive abroad.

R.A.B.
Milwaukee, Wis.

[*Continued on page* 25]

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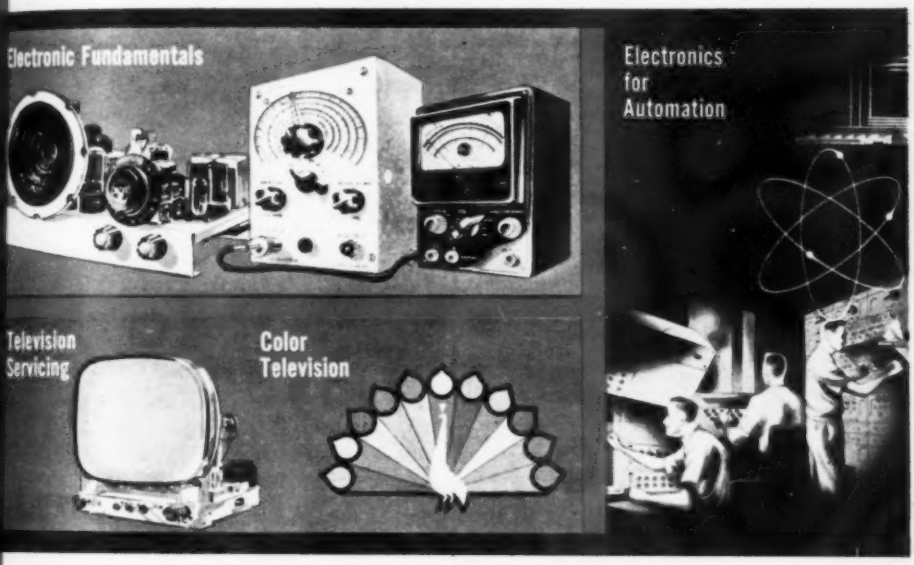

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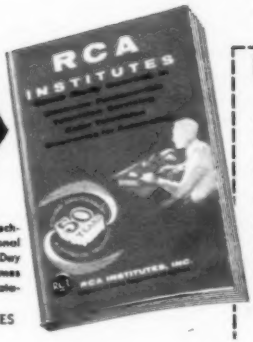

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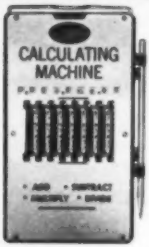

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Speaking of Jobs . . .

MODEL WHITTLER

MODELMAKER'S BREAK—working on tiny engines that work, whittling fishing lures.

BEFORE something new is put into production, somebody has to make a model. That's where whittlers like Peter Sturman come in. Since 1920, when he came here as a 15-year-old with two years in a Czechoslovakian tech school behind him, Peter has been using his knife. Unlike the old European woodcarvers, Peter has taken night school courses, knows power tools, metals, plastics and semi-precious stones. He has worked as a free-lance, a pattern-maker, a furniture-maker and a wage-earning modelmaker. Today he works for the design firm of Sundberg-Ferar, Inc., in Royal Oak, Mich. He has used his knife in forming prototypes of fishing lures, TV sets, door knobs and manufacturing plants so that his firm's clients can see what they're buying. His hobbies? Fishing and whittling. •

I'd like to give this to my fellow men...

while I am still able to help!

I was young once, as you may be—today I am older. Not too old to enjoy the fruits of my work, but older in the sense of being wiser. And once I was poor, desperately poor. Today almost any man can stretch his income to make ends meet. Today, there are few who hunger for bread and shelter. But in my youth I knew the pinch of poverty; the emptiness of hunger; the cold stare of the creditor who would not take excuses for money. Today, all that is past. And behind my city house, my summer home, my Cadillacs, my Winter-long vacations and my sense of independence—behind all the wealth of cash and deep inner satisfaction that I enjoy—there is one simple secret. It is this secret that I would like to impart to you. If you are satisfied with a humdrum life of service to another master, turn this page now—read no more. If you are interested in a fuller life, free from bosses, free from worries, free from fears, read further. This message may be meant for you.

By Victor B. Mason

I am printing my message in a magazine. It may come to the attention of thousands of eyes. But of all those thousands, only a few will have the vision to understand. Many may read; but of a thousand only you may have the intuition, the sensitivity, to understand that what I am writing may be intended for you—may be the tide that shapes your destiny, which, taken at the crest, carries you to levels of independence beyond the dreams of avarice.

Don't misunderstand me. There is no mysticism in this. I am not speaking of occult things; of innumerable laws of nature that will sweep you to success without effort on your part. That sort of talk is *rubbish!* And anyone who tries to tell you that you can *think* your way to riches without effort is a false friend. I am too much of a realist for that. And I hope you are.

I hope you are the kind of man—if you have read this far—who knows that anything worthwhile has to be *earned!* I hope you have learned that there is no reward without effort. If you have learned this, then you may be ready to take the next step in the development of your karma—you may be ready to learn and use the secret I have to impart.

I Have All The Money I Need

In my own life I have gone beyond the need of money. I have it. I have gone beyond the need of gain. I have two businesses that pay me an income well above any amount I have need for. And, in addition, I have the satisfaction—the deep satisfaction—of knowing that I have put more than three hundred other men in businesses of their own. Since I have no need for money, the greatest satisfaction I get from life, is sharing my secret of personal independence with others—seeing them achieve the same heights of happiness that have come into my own life.

Please don't misunderstand this statement. I am not a philanthropist. I believe that charity is something that no proud man will accept. I have never seen a man who was worth his salt who would accept something for nothing. I have never met a highly successful man whom the world respected who did not sacrifice something to gain his position. And, unless you are willing to make at least half the effort, I'm not interested in giving you a "leg up" to the achievement of your goal. Frankly, I'm going to charge you something for the secret I give you. Not a lot—but enough to make me believe that you are a little above the fellows who merely "wish" for success and are not willing to sacrifice something to get it.

A Fascinating and Peculiar Business

I have a business that is peculiar—one of my businesses. The unusual thing about it is that it is needed in every little community throughout this country. But it is a business that will never be invaded by the "big fellows". It has to be handled on a local basis. No giant octopus can ever gobble up the whole thing. No big combine is ever going to destroy it. It is essentially a "one man" business that can be operated without outside help. It is a business that is good summer and winter. It is a business that is growing each year. And, it is a business that can be started on an investment so small that it is within the reach of anyone who has a television set. But it has nothing to do with television.

This business has another peculiarity. It can be started at home in spare time. No risk to present job. No risk to present income. And no need to let anyone else know you are "on your own". It can be run as a spare time business for extra money. Or, as it grows to the point where it is paying more than your present salary, it can be expanded into a full time business—overnight. It can give you a sense of personal independence that will free you forever from the fear of lay-off, loss of job, depressions, or economic reverses.

Are You Mechanically Inclined?

While the operation of this business is partly automatic, it won't run itself. If you are to use it as a stepping stone to independence, you must be able to work with your hands, use such tools as hammer and screw driver, and enjoy getting into a pair of blue jeans and rolling up your sleeves. But two hours a day of manual work will keep your "factory" running 24 hours turning out a product that has a steady and ready sale in every community. A half dollar spent for raw materials can bring you six dollars in cash—six times a day.

In this message I'm not going to try to tell you the entire story. There is not enough space on this page. And, I am not going to ask you to spend a penny now to learn the secret. I'll send you all the information, free. If you are interested in becoming independent, in becoming your own boss, in knowing the sweet fruits of success as I know them, send me your name. That's all. Just your name. I won't ask you for a penny. I'll send you all the information about one of the most fascinating businesses you can imagine. With these facts, you will make your own investigation. You will check up on conditions in your neighborhood. You will weigh and analyze the whole proposition. Then, and then only, if you decide to take the next step, I'll allow you to invest $15.00. And even then, if you decide that your fifteen dollars has been badly invested I'll return it to you. Don't hesitate to send your name. I have no salesmen. I will merely write you a long letter and send you complete facts about the business I have found to be so successful. After that, you make the decisions.

Does Happiness Hang on Your Decision?

Don't put this off. It may be a coincidence that you are reading these words right now. Or, it may be a matter that is more deeply connected with your destiny than either of us can say. There is only one thing certain: If you have read this far you are interested in the kind of independence I enjoy. And if that is true, then you must take the next step. No coupon on this advertisement. If you don't think enough of your future happiness and prosperity to write your name on a postcard and mail it to me, forget the whole thing. But if you think there is a destiny that shapes men's lives, send your name now. What I send you may convince you of the truth of this proverb. And what I send you will not cost a penny, now or at any other time.

VICTOR B. MASON
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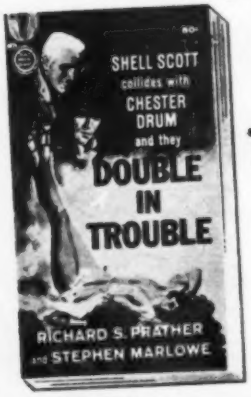

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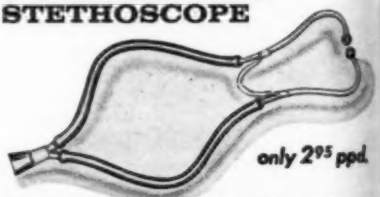

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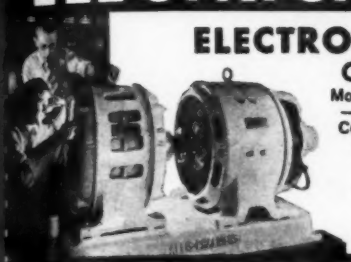

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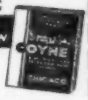

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Dear Editor

[Continued from page 18]

Another Biggest

Your feature The World's Biggest Wheel by ophia Gerber brought back fond memories. was about two years old when the wheel arted to turn but some way I got hold of a ass paperweight that had a picture of the heel pasted to its back.

I have another World's Biggest for you—the orld's biggest steam engine, built as a part f the show at the St. Louis Fair. It was sold the Homestake Mining Co., Lead City, S.D. nd was installed in the Ellison Hoist. The ylinders had a bore of six feet, the flywheels ere 36 feet across. It took 24 250-hp boilers furnish steam for just short runs. This en- ine was a two-cylinder job and I saw it when was a youngster.

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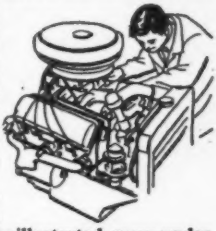

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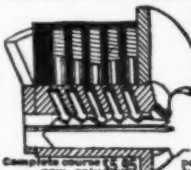

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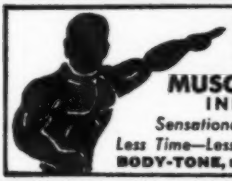

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There will be four Asians to every one uropean by the year 2000.

During 1958, 44 completely new chemicals ere marketed by the U. S. pharmaceutical dustry.

Gasoline taxes in the U. S. vary from state state, but the national average currently is x cents per gallon.

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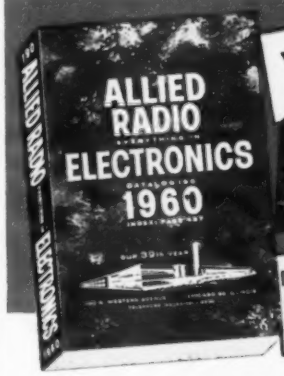

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Invention Clinic

Joseph H. Kraus

In this column each month Mr. Kraus will answer as many letters as space permits on those subjects he feels to be of widest general interest. Time does not allow him to reply to any letters except those printed here. Address your questions to the Invention Clinic, *Mechanix Illustrated*, 67 West 44 St., New York 36, N. Y.

Salt And Pepper Shaker

Russell Magowan of Drexel Hill, Pa., has a combination shaker for salt and pepper. What do I think of it?

For more than six years we have used an almost identical shaker of lucite, decorated with "internal" flower carvings. Caps on the corks proclaim it to be a Jane Art Product. They are still on the market.

Mount For Outlet Boxes

I. H. Ensminger of Wever, Iowa, has designed, built and used a stamped piece of metal to fasten outlet boxes to plasterboard. Is it practical?

It should be improved. Your prongs have little gripping value, none whatever if the plasterboard is damaged. Making your tab into a U shape would increase its holding power. The U could be squeezed to accommodate different thicknesses of the board. With ideal stamping you could eliminate the need for countersinking and tapping, [illegible] make the hold variable to match holes in [illegible] ears of various makes of boxes. After [illegible] produce a better design, which should [illegible] less to manufacture, ask your attorney [illegible] report on a search.

Carton Opener, Pouring Spout

Paul E. Eyster of Bellville, Ohio, has [illegible] patent on a combination pouring spout [illegible] carton opener primarily intended for dry [illegible] fresh cereals. How can he go about [illegible] chandising this item?

The illustrations which you sent do not [illegible] close how this operates as an opener. [illegible] article could sell directly through five-[illegible] ten-cent stores and hardware stores. [illegible] should make some good samples, get [illegible] facturing prices, then try a direct sale. Or [illegible] to negotiate with a metal stamping com[illegible] which caters to this trade. The item could [illegible] used as a give away by companies mark[illegible] products such as detergents.

Getting A Runaround?

Edwin W. Greenfield of Murray, Ky., [illegible] that he has been getting a runaround from [illegible] attorney. The person to whom he first [illegible] plained his idea is no longer with the [illegible] Could an attorney latch on to another per[illegible] idea?

An unscrupulous attorney could try but [illegible] would be opening the door to a lot of troub[illegible] Doubtless you have a receipt for the mo[illegible] you paid for a preliminary search and [illegible] probably paid the filing fee, too. These [illegible] important pieces of evidence. The fact tha[illegible] certain person no longer is in the attorne[illegible] office should not prevent you from getting

[*Continued on page* 30]

INVENTOR'S TIP OF THE MONTH

The newest cameras are equipped with photoelectrically operated diaphragms to provide proper exposure automatically. Only a perfect all-weather film will make photoelectric controls obsolete.

The man who produces a photocell device that will work any camera diaphragm, and that can sell for about $20 retail, should clean up on it. The device should work on click-stop diaphragms, which are harder to move, as well as the others.

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Invention Clinic

[*Continued from page* 28]

satisfactory report.

If you feel justifiably dissatisfied, dis[illegible] him and turn the job over to another attorn[illegible] But be sure you are not unduly impati[illegible]

Retractable Hardtop For Autos

Mrs. Harry J. Kaloian of Detroit, Mi[illegible] sends diagrams for a three-section hard[illegible] for autos. Is this workable?

To be rain- and dirt-free your parts wo[illegible] need to fit closely, and must remain dim[illegible] sionally precise throughout their life. [illegible] will bind the parts even when they are [illegible] Temperature changes will affect the [illegible] scoping. Until you can lick these proble[illegible] there is little you can do with this idea.

Deep Drilling Apparatus

Raymond D. Wilson of Locust Grove, Okl[illegible] outlines equipment for deep well drill[illegible] which will eliminate practically all torq[illegible] What is my opinion?

You should have a search made. Also i[illegible] vestigate the electrical devices for well dri[illegible] ing. Following a favorable report from yo[illegible] attorney, consult some engineers to learn h[illegible] much power you may expect from y[illegible] mechanism and learn more about the equi[illegible] ment which will be needed to furnish this, [illegible] well as gain some knowledge of the efficien[illegible] Weigh this against the power available at t[illegible] bit under present techniques. I feel that t[illegible] device will prove inadequate if you keep [illegible] to the small diameter you describe. Yo[illegible] best bet would be first to have a search ma[illegible] by your attorney and then, following a favo[illegible] able report, to discuss the project with som[illegible] engineer to learn more about the power [illegible] would need and about its probable efficien[illegible]

Anti-Snow, Ice, Skid Device

J. Doorn of Orleans, France, says he ca[illegible] make two models for an anti-snow, ice an[illegible] skid contrivance for automobiles. Will he g[illegible] a World Patent if he protects this in the U.S[illegible] Would any company over here be interest[illegible] in a license to fabricate?

A patent system exists in most countri[illegible] where industrial competition is permitted. I[illegible] you feel that you need protection in othe[illegible] lands you will need to file for protection i[illegible] each of them. Consult your attorney for th[illegible] details. You need not come here to win [illegible] patent. American interest in your devi[illegible] would depend on how good it is. •

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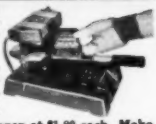

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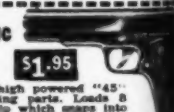

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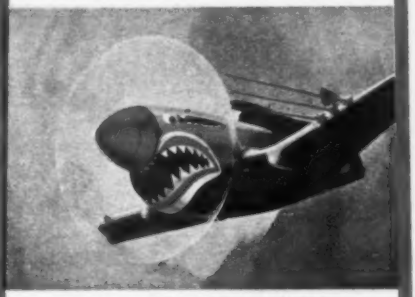

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PATENTS GRANTED

STORMY weather need hold no more terrors for eyeglass wearers. Canadian Klara Karwowska of Calgary, Alberta, was patent 2,888,703 for her windshield wiper eyeglasses. Battery-powered, the wiper blades keep the lenses clean in rain, snow and steam via a small motor.

A rotisserie that periodically and automatically bastes the cooking food took patent 2,885,951 for Lawrence E. Wolske of Benton Harbor, Mich. The juices of the meat are captured in a well and a cup-like container periodically spills them over the meat.

A collapsible tank, for fuel or other liquids, is claimed to reduce loss of liquid by diffusion, leakage and defective seams. It also lessens the possibility of puncture and is able to hold liquids in hot climates for long periods with a minimum risk of contamination. Inventor Bruce F. Grimm of Natick, Mass., got patent 2,884,978 for his tank.

Fred Sulzer of Brooklyn, N.Y., has invented a pipe with a thin sheeting of aluminum on its bowl. Its purpose is to keep the bowl cool to the touch without significantly affecting the pipe's heat transfer properties. Mr. Sulzer received patent 2,884,931 for his device.

An instantaneous heater which provides a constant flow of water at chosen temperatures has been invented by Thomas S. Hargreaves, Louisville, Ky.; Michael Dubitzky, Stoneham, Mass.; Donald E. Keyt, Boston. The inventors were awarded patent 2,879,9[illegible] for their system which requires no storage tank. Incoming water separates into two streams—one cold, one heated by gas coils—and emerges instantly from one spigot at the pre-set water temperature desired.

A grease saver for use in newer kitchen stoves that have griddles on top consists of a bucket slung under the grease drain. As the bucket reaches its grease-carrying capacity, a lever arm is actuated to close an electric switch that turns on a warning light. George H. Cripe, N. Hollywood, Calif., got patent 2,879,708 for his invention.

The inside head of a no-fumble cuff link is made of a spring-like, flexible wire that may be bent to pass through the button hole of a shirt cuff. Quirino Chiappinelli, Jr., Cranston, R. I., received patent 2,867,022 for his ulcer-saving device. •

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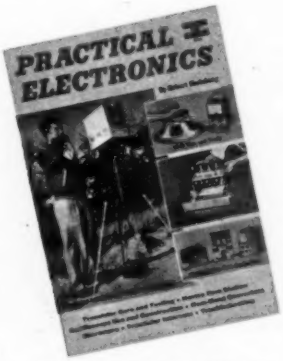

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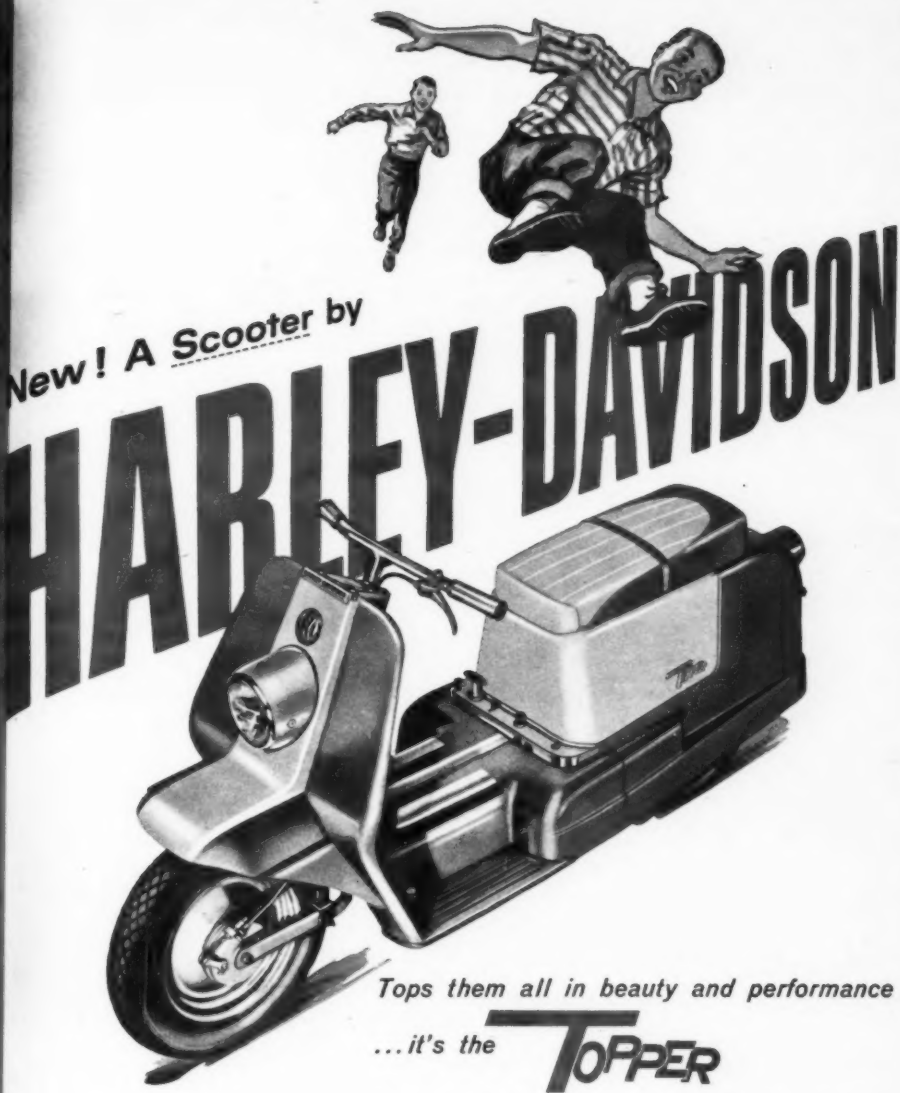

Tops them all in beauty and performance

...it's the **TOPPER**

Fun-loving Jacks (and Jills, too) are jumping at the chance to meet the new Harley-Davidson Topper. And why not? There's not another motor scooter like it — combining clean, smart beauty with the newest mechanical secrets of success. *Scootaway* automatic transmission makes riding a snap... lowest center of gravity makes handling a dream. See the new Topper at your Harley-Davidson dealer. Or write for free, colorful folder.

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World's leading manufacturer of lightweight motor vehicles

What will the 1960 cars be like? One thing's certa
most makers of cars *and* trucks will use Champion

Q. Why do 17 out of 21 U.S. truck manufacturers specify Champion spark plugs?

A. Because they know full-firing Champions are *dependable.* To get this dependable performance—plus extra mileage—in your car, put in new Champions every 10,000 miles.

World's favorite spark plug—engineered for every car built by Ford Motor Company, General Motors, Chrysler, American Motors, Studebaker-Packard and every major foreign maker.

CHAMPION

Mail for McCahill

Uncle Tom is sorry he can't answer all his mail personally. In this column he'll answer the most interesting letters. Write to him at MECHANIX ILLUSTRATED, 67 West 44th St., New York 36, N. Y.

● *Please settle an argument in the barracks. In a battery ignition set-up where a coil and condenser are used, does the condenser have any other function aside from keeping the points from arcing, which would burn up the facings?*

S.L.G.
Ft. Dix, N.J.

Though surprisingly few mechanics know it, the arc-dampening factor in a condenser is only one of its two functions. The lesser-known function goes like this: As you probably know, when the points are closed, the coil is being magnetized by the primary system to a point where it contains a high amount of low amperage voltage. The condenser also builds up several hundred volts and when the points are opened by the distributor cam, breaking the circuit, it's the condenser that gives the coil a goose (or prod, if you prefer) which causes the quick collapsing of the magnetic field that delivers the high voltage to the plug to be fired. In short, it acts as sort of a junior voltage reservoir to start the whole thing going.

● *I am only a frail little woman who drives a car. I do not find it exhausting to crank a car window up or down, unaided by electric power. Nor do I find myself tired out from turning an unpowered steering wheel. Pushing a brake pedal down in a panic stop does not give me a nervous breakdown, without power brakes. However, I notice that big, strong businessmen seem to be more or less physically unable to work these things on a car unless their powerful physiques are aided by electric energy. And yet these same strong fellows go to gymnasiums and use up countless foot-pounds of energy to keep physically fit, or to reduce the size of their stomachs. How come? It puzzles me greatly.*

Emily Browntree
Albuquerque, N.M.

The Albuquerque version of a "frail little woman" might be capable of snapping the back of a typical Connecticut red-eyed dude. I've known "frail little women" who could out-armwrestle Mickey Mantle. Besides, power steering is awful nice when you've sapped all your energy in the gymnasium of a gin mill.

● *I am a traveling sales representative and have a tip which you might like to pass on to your readers. Restaurants and diners that feature loud rock'n'roll type music usually serve the same type of food—lumpy.*

Ed Cassady
Philadelphia, Pa.

Along the same line, here's another tip which is based on experience from coast to coast. Restaurants that feature organ or semi-classical, culture-pitch music nine times out of ten starve you to death.

● *Ever since I've been here I've been seeing cars of one make with another's name on its hood (and/or tail). At first I thought it an optical illusion. Then later I blamed it on the local vodka. But today (while cold sober) I saw two identical cars parked side by side; one had the name Dodge on its trunk lid, the other DeSoto. But, hold your hat, they were both 1958 Plymouths! How about clearing this up for me? How high do I rate on your list for "Most Distant Reader?"*

SFC Freddie L. Waters
Isfahan, Iran

You are pretty distant, Jack—but what you saw was just a bunch of crazy, mixed-up Chrysler products, tossed together for the export trade.

● *My wife says I'd look funny with hair (I mean funnier). Most guys don't know how lucky us chrome domes are, just like owning a car that never needs servicing.*

Raynold I. Savela
Delta Junction, Alaska

[Continued on next page]

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Don't throw old engines away! Almost anything that happens to them can be fixed—and this 470-page ENGINE REBUILDING & MAINTENANCE manual shows you how. Teaches you to work by "shop type" methods regardless of make or model. Includes trouble-shooting; disassembling; assembling, testing and breaking in; repairing cracks; all grinding, boring, sleeving, gauging, cleaning and parts replacement operations, etc. Covers cylinder walls, valves, bearing service, rods & assemblies, cooling and lube systems and all the rest. 460 how-to-do-it pictures. Price $7.95 separately—but see money-saving offer.

2 TUNE UP! PEP UP! FIX UP ANY U. S. CAR!

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Mail For McCahill

[*Continued from page* 49]

It's true—you never need a rug shampoo for a marble floor. Speaking of rugs, if a law were passed making it illegal to wear toupees, more than half the guys in Hollywood and on TV would be as noggin-nude as a hard-boiled egg. If I ever run across an unemployed raccoon maybe I'll try one.

● *I saw a picture in a book recently showing where a car down in South America was rigged up to run on by-products of coffee beans. In other words, the oil companies could all go broke and we could still run our cars. I'm for it. By the way, can you top this for crazy fuel?*

Duke Ransome
Atlanta, Ga.

I can top the hell out of that one, Duke. I once saw a Model A Ford run for almost an hour on a dead alley cat! There was a firm across the street from my garage in New York that manufactured gas generators for the Philippine trade, I believe. Anyhow, they had one of these dingoes set up for demonstration purposes. Briefly, it consisted of a sealed oven into which garbage and just about anything else could be crammed; underneath was a firebox for heating it up. The gas generated from the heating of the oven's contents was piped to a miniature gas storage tank similar to the big ones we see in cities today. For a wild demonstration, an alley cat (that had been found dead near my garage) was put into the oven. When all the gas that could be extracted from it was captured, the gas was piped to the Model A engine's intake manifold. The engine was started and it ran about 1000 rpm for just under an hour. I might add, it ran well. This was over 25 years ago.

● *I'm a truck driver, running about 2,000 miles a week, most of it on a four-lane divided highway (Route 66). At 50 mph I can get along nicely on low beam headlights. But in a car at 70 mph, dim your lights and, brother, you're overdriving the beam! Leave 'em bright and you blind the other guy. Probably the ideal thing would be to isolate the lanes from each other. You probably have some better ideas and I'd like to hear 'em.*

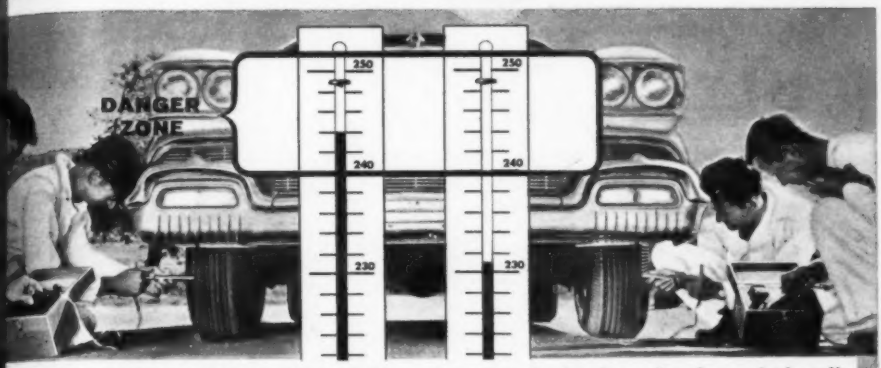
Ol' Road Map Eyes
Chicago, Ill.

If the "safety experts" would get honest about this light pitch they might accomplish something worthwhile. In my opinion, the new four-eyed headlights are a miserable mess. The brights (meaning four lights, two wild) or the dims haven't enough poop or

[*Continued on page* 54]

oad Tests Prove: RADICALLY NEW SAFETY SHAPE LOW PROFILE TIRES

BEAT DEADLY TIRE HEAT



SEE HOW RAPIDLY ORDINARY TIRES GET HOT –WHILE LOW PROFILE TIRES RUN COOL!

Ordinary tire *(at left)* and new *Low Profile* tire *(at right)* get temperatures taken after running only 29 miles at turnpike speeds.

Constant flexing has already pushed ordinary tire's temperature into the tire-destroying *heat danger zone*. But new *Low Profile Safety-Shape* tire is well *below* the danger zone. Even running hour after hour, U. S. Royal's *Low Profile* tire stays *cool!*

NEW LOWER, WIDER TIRES RUN COOLER, ARE SAFER, GIVE UP TO 35% MORE MILEAGE, SAVE GAS—YET COST NO MORE!

Why buy hot-running tires . . . when now, at down-to-earth prices, you can enjoy the extra safety of tires that beat deadly tire heat!

The above diagram shows *Low Profile* tires are *lower and wider* than ordinary tires. Built closer to actual working proportions on the road. So they don't flex as much. Don't strain as hard. *Run far cooler than ordinary tires!*

They're safer against tire failure at high speed. Safer on turns. Safer against skids. Safer in emergency stops.

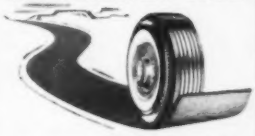
They give longer service. Roll easier—save gas.

U. S. Royal's new *Low Profile Safety-Shape* tire is now yours at popular prices, at your U. S. Royal Dealer's.

- **MILEAGE** 25% to 35% more mileage
- **HIGH SPEED ENDURANCE** 3 times better
- **TURNPIKE GAS ECONOMY** 6 to 12 extra miles per tankful
- **TURNING EFFORT** 20% more stability on curves
- **SKID RESISTANCE AND TRACTION**—raised 5 to 10%

U.S. ROYAL SAFETY 1 TIRES

Effective Immediately in U. S. Royal Tires
A REVOLUTIONARY DISCOVERY IN RUBBER
NO-SHOCK RUBBER
GIVES YOU THE LUXURIOUS
RED CARPET RIDE



Smothers a million jolts a mile!

U. S. Royal's new *super-supple* rubber—born of new polymers, new processes, new production techniques—absorbs the "high-frequency" vibrations that cause driving fatigue. Gives you the "big-car" feel!

- No Bounce
- No Sing or Squeal
- Less Scuff
- Soaks Up Vibration
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See things you never saw before. Visit U. S. Rubber's New Exhibit Hall, Rockefeller Center, New York

Big Reason Why AC Spark Plugs Must Be the Best!

AC-Pioneered Insulato

They must be the best!

Now Available at 302,000 Service Stations, Garages, Car Dealers, Farm Implement Dealers and

to Leads Field in Quality!

UMINUM OXIDE—WHAT IT IS. The fine, white powder shown ...ite is aluminum oxide. It is the basic material of the ...y, emerald and sapphire. It is made artificially from ...ite, the raw material of aluminum, and it is from this ...erial that AC forms its spark plug insulators of gem-like ...dness. AC pioneered and perfected the idea of aluminum ...de for spark plug insulators and uses it by the carload for ... millions of AC Spark Plugs made for original equipment ...d replacement. Each carload is laboratory tested to rigid ...ndards of quality and reliability.

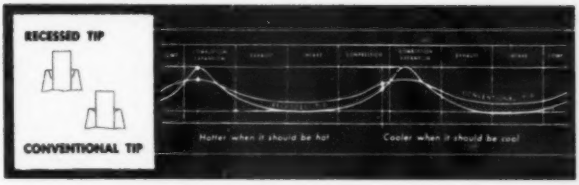
...RT FORMULA MAKES THE DIFFERENCE. AC ceramic specialists ...perimented with scores of formulae before they settled on ... one considered ideal. From it came an insulator able to ...e higher stresses, and with longer life, greater resistance ... breakage and better insulating characteristics than any ...vious material.

...THO TO INSURE HIGHEST QUALITY. In the Kodak shadowgraph, ... high magnification, insulators are given a highly accurate ...mensional check. Further, samples of finished insulators ... tested to withstand a 600 pound tensile pull that is well ...yond the strength of other makes. There are weight tests, ...nsity checks and thermal expansion and conductivity tests. ... total, some 116 reliability tests are given to AC Spark Plugs.

...ELS IN EVERY SENSE. The ruby, emerald and sapphire are ...ture-processed aluminum oxide. AC Spark Plug insulators ... man-processed aluminum oxide. In the gems, a trace of ...purity lends color. AC insulators are pure white and have ... crystalline fracture pattern. They are truly gems—but ...urs at a price far less than a gem, and no more than that ... ordinary spark plugs.

...C SPARK PLUG ✿ THE ELECTRONICS DIVISION OF GENERAL MOTORS

Pictures at right show how AC's exclusive Hot Tip is deeply recessed to clear the centerwire while ordinary tip hugs the centerwire. Graph shows the Hot Tip's faster-heating, faster-cooling action. Fast heating prevents fouling. Fast cooling prevents pre-ignition.



AC Fire-Ring Spark Plugs

AC PRESENTS THE ART CARNEY SHOW, NBC-TV, NOVEMBER 13

MEN! Make up to $1,000.00 IN A MONTH!

without "SELLING"

Sensational Demand for Low-Priced Fire Alarm PLUS Sure-Fire "No-Selling" Plan Offers Ambitious Men Huge Profit Opportunities

AMAZING NEW INVENTION

Even beginners who never sold anything in their lives are cleaning up unbelievable profits with the first practical effective, low priced Fire Alarm ever invented . . . needed, wanted in homes, factories, offices, stores, on farms, for boats, everywhere. Professional salesmen are making biggest profits in years! Later in this ad I'll tell you about the plan that's producing orders for 1 to 12 Fire Alarms per sale from 8 out of 10 prospects . . . without selling. Here are the facts about the Fire Alarm. It hangs on the wall like a picture—no wiring, no installation. It's always on guard . . . It 'smells' a fire before danger point. When temperature rises, Fire Alarm goes off automatically howls loud warning that can be heard 1/5 mile, wakes up soundest sleeper, give precious time to put out fire, call fire department, or escape. And it sells for only $4.95 with profit up to $2.70 on each one.

Nearest Thing to AUTOMATION SELLING

With our field-tested plan customers sell themselves. No cold canvassing. No hard selling. It's the nearest thing to 'Automation Selling.' Imagine a sales plan even a child can use successfully because the sales tools we give you (and which you leave with your prospects) do all your selling even while you sleep! No room here to give you all the details but if you want big money fast rush the coupon now.

Make This Lighted-Match Demonstration

Sensitive! Lighted match triggers Alarms in 3 seconds.

Free Sales Kit

Send no money. Just rush coupon below for all the exciting moneymaking facts, complete Illustrated Sales Kit, everything you need to make money your first day. Learn how selling only 20 Fire Alarms a day pays you $1,000.00 profit in a month. No competition anywhere. Get in on the ground floor now. Rush this coupon.

Made $26.52 in 3 Hours!

"Received first shipment about noon. Worked 3 hours and made $26.52 profit. It's a terrific seller!" —Stanley

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Rush FREE SALES KIT and full details about your "No-Selling" plan which gives me opportunity to make up to $1,000.00 in a month without cold canvassing and hard selling—automatically. I am not obligated.

Name _____

Address _____

City _____ Zone _____ State _____

In Canada: Mopa Co., Ltd., 371 Dowd St., Montreal 1, P.Q.

Mail For McCahill

[*Continued from page 50*]

scope to attract a moth. With most dim lig drive much above 30 mph and you're ov riding them; to dim four brights for the coming traffic could possibly put you into rear end of an unlighted obstruction bef you could blink twice. We've said it bef and we'll say it again—they replaced two g lights with four lousy ones, in my book.

● *I am the proud owner of a Rambl American, thanks to you. However, like to give it a bit more get-up-and-go. C you tell me where I can buy a new cam other equipment to give it a few more rp*

George Hartje
Minneapolis, M

Glad you wrote, George. In my new bo (now being sold at all good bookstores) e titled Today's Sports And Competition C you'll find all the answers in the chapter H To Cheat For Fun And Profit. The book w also make an excellent target for darts or j heaving at mice. My mother read it and s "It is bully!"

● *I've come to the conclusion that 90 p cent of all service stations and gara are crooks. You pay eight or ten bucks fo tune-up and your car runs worse than bef you brought it in. They hardly ever do e thing right but they charge high prices think there should be some sort of cont over this kind of gouging.*

K. L. Philli
Brooklyn, N

There are undoubtedly lots of gouging garages and service stations but, by the sa token, there are many which are not on honest but thoroughly reasonable in pri Apparently it's been your misfortune to r into some of the bad ones. Incidentally, wh you speak of service crooks, the worst guy the automotive service business would lo like an alabaster saint alongside the gu who run shipyards. The biggest band of i competent thieves in the world can be fou today in boat service. I have one windshi wiper on my boat, The Rooster, that in tw and a half years has had more than $130 wor of servicing by incompetent stumblebu The final solution was, we fixed it ourselv and now it works fine.

Sloppy repair work and even work th wasn't done often appears on your yard bi at fabulous rates. Unless you have the ti (and unfortunately, I rarely do) to supervi any boat work, these kids will rip you ap

[*Continued on page 56*]

How to care for your automatic transmission

1 Apply your parking brake or keep your foot firmly on foot brake before starting engine or shifting automatic transmission from neutral into any driving range.

2 When a red light stops you on an upgrade, apply either parking or foot brake, then shift transmission into neutral. For a wait of only a minute or two it's permissible to push the gas pedal down just enough to make the engine "hold" the car on the grade.

3 When driving downhill, never shift into neutral and allow your car to coast. This is illegal, and also dangerous.

4 Make sure you are completely stopped before shifting from "drive" to "reverse."

5 When you leave your car, make sure ignition is turned *off* and key removed, the parking brake set tight, and gear selector set at "park" or "neutral."

6 Never have car pushed or towed without first making sure the procedure being used is correct for *your* make of car.

7 Be sure you're using the finest automatic transmission fluid money can buy . . . and that fluid is up to proper level. No problem when you're a Texaco motorist. For Texaco Dealers service your car with Texaco Texamatic Transmission Fluid and they are trained to check fluid level regularly.

Buy the best . . . buy TEXACO

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TEXACO

MILD LITTLE CIGARS

35c
Humidor pack of 20

TREND

- Long enough for complete satisfaction . . . short enough to enjoy *any* time.
- 100% cigar tobaccos—with uniform tobacco wrapper.
- No need to inhale to enjoy them.

Try them today . . . the *milder* little cigars in the *modern* size. Carton includes free cigar holder.

Tipt

New Filter Tip Little Cigar

40c Humidor Pack of 20

Filter-tip protection . . . true cigar flavor . . . convenient modern size.

STEPHANO BROTHERS
(Cigar Division) Phila. 7, Pa.

PIONEER IN MODERN LITTLE CIGARS

Mail For McCahill

[*Continued from page 54*]

like a flock of vultures. Occasionally you find a fine old yard such as the Elizabeth City Shipyard in North Carolina that will give you dollar-for-dollar value, showing the rest up. But this is the exception; The Rooster has been gouged by dozens of so-called "yacht yards."

● *Last week a friend of mine and I had an argument whether or not a Ford Thunderbird was classified as a sports car. He stated that he would take only your word for it. Please settle the argument once and for all.*

A 3/c David H. Usher
Lake Charles, La.

The two-passenger T'bird could honestly be classified as a sports car, although I would never put this nomenclature on the current four-place 'Bird—but then, who the hell has the right to classify any of them? It's all just a matter of opinion today.

● *The best day of the month is when M appears on the newsstands. I used to buy only one copy but since my son has learned to read I buy two—give him one and hide the other. Because of the great number of miles I drive in the nature of my parish work, I recently purchased a Fiat Bianchina equipped with the series 500 two-cylinder mill. The little outfit is a charmer, performs well (considering the "lawnmower" engine) and delivers over 51 mpg, no matter how I drive it. The sales literature advertises these little rascals as being capable of a top speed of "over 56 mph." Mine will do just 69 if I wait long enough. Is my speedometer wrong or are those Italians just conservative in their advertising?*

Rev. Stanley E. Read II
Grace Methodist Church
Yuba City, Calif.

Whoever heard of a conservative Italian?

● *Which car, Mercury or Olds, is better suited for a man who weighs 271, needs a roomy car, has to drive it twice as much as most people, and does a lot of getting in and getting out of a car?*

Chuck McKibben
Dayton, Ohio

Work yourself down to 269 and you could get into most of them. I have a pal who weighs 300-plus and he drives a Goggomobil.

—*Tom McCahill*

Pick the training you want!

choose-it-yourself... before enlistment

The Army's new "Choose-it-Yourself" System lets you do the choosing! Here's how it works: **1. choose** . . . before enlistment. Choose your training from fields like Construction Equipment Operation, Electronics, Missiles, Machine Accounting, Radar & TV Repair—and many more. **2. qualify** . . . before enlistment. Take aptitude and physical exams to qualify for your chosen training. **3. know** . . . before enlistment. If you qualify, you know you'll get the training you like. Your choice is written right into your future Army record—guaranteed before you enlist.

no obligation! Choose, qualify and know—without the slightest obligation to enlist. This week, ask your Army recruiter to show you his complete list of available training fields.

CHOOSE IT YOURSELF VOCATIONAL TRAINING SYSTEM

US ARMY

GUARANTEED TO GO THRU ICE, MUD R S

and unmatched for whine-free y-pa

Town & Country tires will GO through backroad rifts

Only Firestone gives you this Guarantee plus Triple-Action Traction

On a country road or a city street, here's the pulling power you need for trouble-free winter driving. PULLING action! NON-SKID action! SELF-CLEANING action! You get winter-proved Triple-Action Traction *plus* Firestone Rubber-X, the longest-wearing rubber ever used in Firestone tires. Firestone Town and Country tires offer you extra miles of service—even over dry pavements. They're available in tubeless or tube-type S/F (Safety-Fortified) nylon or rayon cord, all-black or white sidewalls, in all sizes for American and imported cars. They're guaranteed to go through ice, mud or snow —or your Firestone Dealer or Store refunds your towing charge!

FIRESTONE H ERYTHING

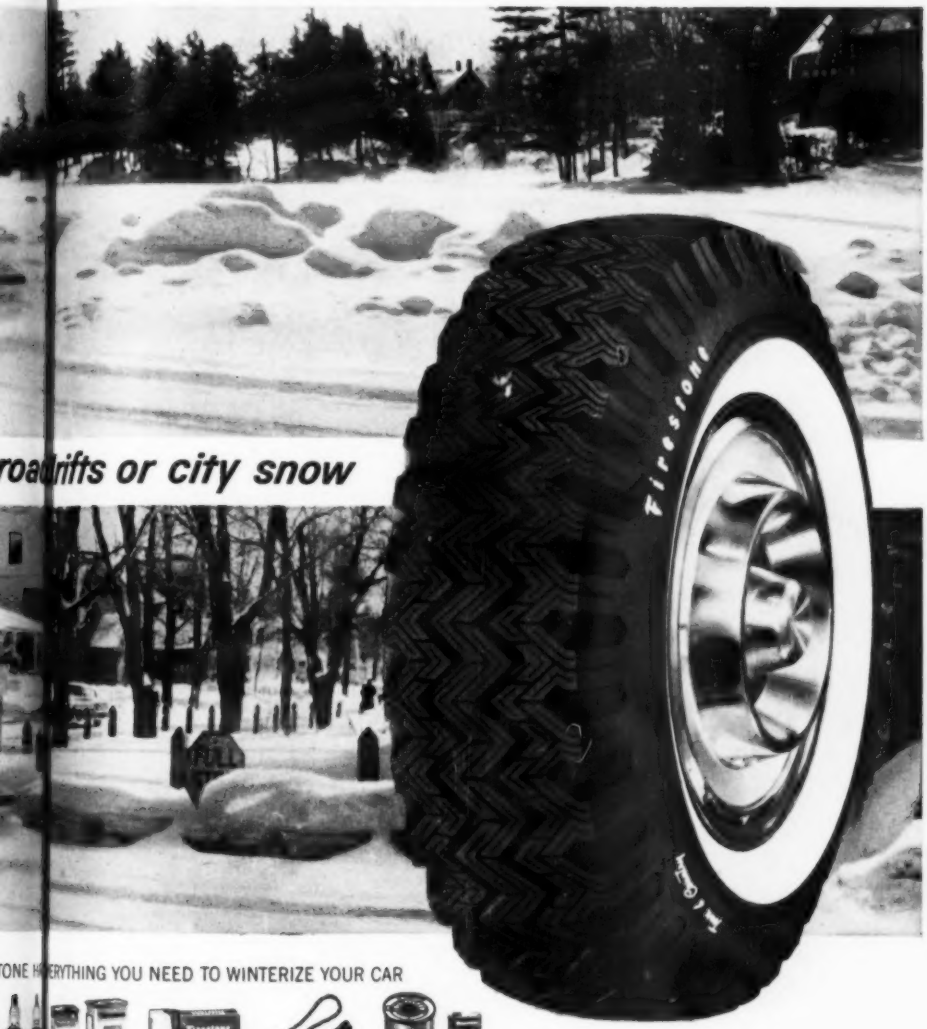
Avoid starting worries this winter by installing a new Firestone Dri-Charge Battery in your car.

Save your battery th winter by stalling a of new Fir stone, AC Auto-Lite Spark Plug

Protect you diator wit Firestone Prigitone, t ermanent ntifreeze, o Firestone Prigitol.

MUD OR SNOW OR WE PAY THE TOW!

-free-way-pavement mileage!



roadrifts or city snow

TONE HAS EVERYTHING YOU NEED TO WINTERIZE YOUR CAR

re your tery this ter by b ling a w new Fir ne, AC o o-Lite rk Plug

Protect your radiator with Firestone Frigitone, the permanent antifreeze, or Firestone Frigitol.

Good brakes are vital to safe driving. Firestone Matched Set Brake Lining assures you of safe stopping.

Before adding antifreeze, install new Firestone Radiator Hose and Firestone Fan Belt.

Firestone Speedy Cooling System Flush and a Firestone Oil Filter help protect engine.

Firestone

TOWN & COUNTRY TIRES

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Indoors or outdoors,
you enjoy the taste.

Play it smart: Know what you're getting in a cigarette. Know right now that what you get in a Lucky is the finest tobacco in America... the most famous taste in smoking. You get it clear through–in every Lucky. Can you say that much for the brand you're smoking now? Play it smart: **Get the honest taste of a LUCKY STRIKE**

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MECHANIX
ILLUSTRATED
October 1959

McCAHILL TESTS THE NEW

FORD FALCON

UNCLE TOM thought two seven-inch headlights were a great feature of car.

By Tom McCahill

THE Ford Falcon is here and it's quite a car.

The introduction of a brand-new automobile in this country is now only slightly less important than the admittance of a new state into the Union. And the Falcon *is* an entirely new car even though its maker, the Ford Motor Company, has been in the business since the beginning.

Whether you call it a "small" car, an "economy" car or a "compact" car, the Falcon is about as clean a piece of design as has ever come out

SLOPE-DOWN hood meets wide aluminum grille on 2,320-pound car.

TIGHT-CORNERING Falcon dug in on curves, proved more adept than the '59 Ford.

TRUNK-TESTER Jim McMichael in 24.5-cubic foot space. Big Ford has 35.7 cubic feet.

of Michigan. No extra trim, no unnecessary bulges, just nice, simple lines. What little chrome is used seems to be of top quality.

Built on a 109½-inch wheelbase, the Falcon is not a "mini-car" by any stretch of the imagination. As a matter of fact, it is just about the size of the typical American car of 1952—and some of its dimensions are identical to those of some 1959 "big" cars! For example, the shoulder room in the four-door Falcon, both front and back, is actually two-tenths of an inch wider than that of the standard 1952 four-door Ford sedan—and I don't remember too many gripes about claustrophobia or bent

boulder blades back in those days. Legroom in this new Falcon is exactly the same as that in the '59 four-door Ford. Overall length is 181.1 inches, a little over 15 feet.

"So what about this 'smaller' pitch?" you may ask. The pitch is, the Falcon's 24.5-cubic-foot trunk (which was average some years ago) is hardly the match of the 35.7-cubic-foot cargo hold of the regular 1960 Ford. The Falcon is slightly more than ten inches narrower over all than the standard '60 Ford . . . and two feet shorter. The Falcon doesn't have the long overhang—a bow to styling and nothing else—which has been so typical in recent years. This car hits the scales at 2,320 pounds, as against the deluxe '60 Ford's just-over 3,900. (My 1953 Lincoln, by the way, weighed in at 3,800!) The regular Ford is, by any standard, a "big" car today—the Falcon is not. As one Ford engineer stated, "The Falcon is about as close as

"THE Falcon is about as clean a piece of design as has ever come out of Michigan."

REAR END is neat, taillights are recessed in half moons.

POWER PLANT—an in-line, overhead-valve six—gives car top speed of about 85 mph.

DASHBOARD includes a choke actuat marked "Choke," a feature McCahill lik

anyone could get to the Model A Ford if it hadn't been discontinued and had been progressively brought up to date."

The power plant is an in-line, overhead-valve six, displacing 144 cubic inches, or roughly 200 inches less than the standard Ford with the big engine. The engine weighs only 345 pounds. Although quite a bit of aluminum was employed in an effort to save weight, the basic block is cast iron because of its proven durability. However, the Falcon has gone heavily into aluminum in such places as the flywheel housing, the grille and other low-wear spots.

The steering, though unpowered, is easy, perhaps due to its 27:1 ratio which in my opinon cuts somewhat into the car's potential. The Ford boys had an answer for this: "A slow-steering rig is actually safer in the hands of a neophyte or novice, who usually has a tendency to oversteer in an emergency whereas the expert is much safer with quick steering." But then, yo can count the "experts" on the toes o one foot in most sections of the country The steering diameter is more than 3 feet, not exactly ideal for maneuverin in and out of a closet.

The Falcon has two features which thought were fa superior to tho found on mor expensive For products. It has genuine choke (actually marke Choke) that yo can pull out whe you need to— real advantage i this day and age The second grea feature, and on that in my book gives it a scoo over the entire in dustry for 1960, i that it has just tw seven-inch head lights that really do a job. The rest o the Ford line is still handicapped by four inadequate semi-spots.

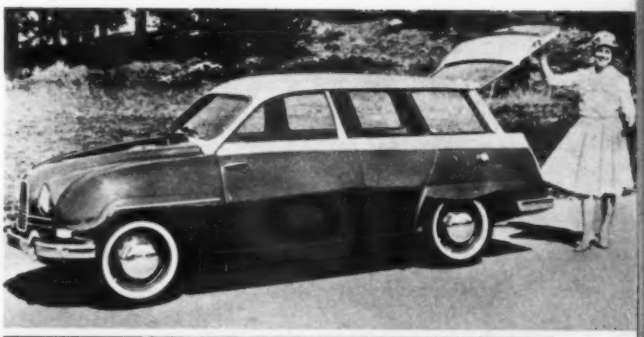
Compared with the old days, th Ford engineers of today all seem to have taken their morning shower with truth serum. In talking to them I found non of the old-time [*Continued on page 155*]

TEST CAR SPECS

MODEL TESTED: **Ford Falcon four-door sedan (with automatic transmission)**
ENGINE: **6 OHV** cyls; **144.3** cubic ins; brake hp **NA;** ft-lbs max torque **NA;** compression ratio **NA.** Bore **3.5** ins; stroke **2.5** ins; Fuel required: **Regular.** Standard axle ratio: **3.89:1.** Wheelbase **109.5** ins; length **181.1** ins; height **54.5** ins; width **70** ins; front tread **55** ins; rear tread **54.5** ins. Weight **2,320** lbs. Gas tank capacity **14** gals. Turning circle diameter **37.7** ft. Tire size **6.00X13.**
PRICE (without optionals): About **$2,000**
PERFORMANCE: **0-30** mph, **6.2** secs; **0-60** mph, **21.7** secs; **40-60** mph, **8.9** secs. Top speed **85** mph plus. All times recorded on corrected speedometer.
(NA: Not announced at press time)

NEW IMPORTS FOR 1960

SUNBEAM ALPINE sports car is slated for Fall delivery to U. S. The two-seat, British-made, under-$3,000 car has a four-cylinder mill, puts out 83 hp, has 86-inch wheelbase.



SAAB 95 station wagon has a four-speed gearbox, develops 42 hp with three-cylinder engine. Wheelbase is 98 inches. Five-passenger Swedish rig will be imported next spring.

BMW 700 sports car seats two. German-made, it has air-cooled, two-cylinder, four-stroke rear engine that develops 30 hp. Top speed is 77 mph. It gets about 40 mpg.

Electric Cars

ARE NEWS AGAIN

Charles Town-About

Charles Motor Co., 7961 Clairemont Mesa, San Diego 13, Calif.

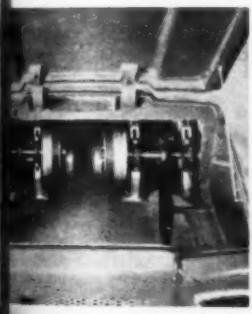
Nu-Klea Star

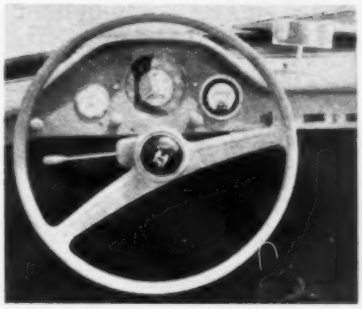
Nu-Klea Automobile Corp., 1301 Turner, Lansing, Mich.

Lippincott Pioneer

Nic-L-Silver Battery Co., 606 Terminal, Santa Ana, Calif.

LIPPINCOTT PIONEER prototype has fiber glass body, removable top. Twin electric motors, control solenoids in trunk, run car via batteries under hood, behind seats. Car's battery charger plugs into any outlet. Dash has speedometer, gauge showing the battery charge, toggle switch for forward, reverse. Price range: $1,400-$1,900. Car has 85-in. wheelbase, is 157-in. long.





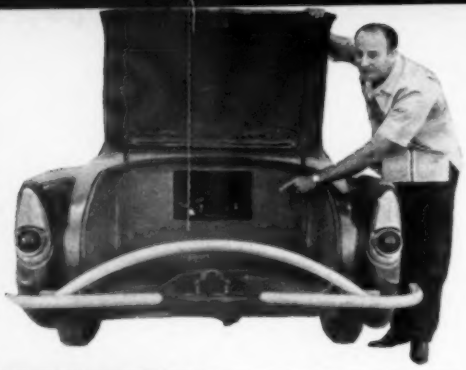
By J. Robert Connor

IN an automotive year that has already produced more surprises than anyone anticipated, a quiet revolution is taking place. Its object—the resurrection of the electric car.

There are several companies and individuals now working on the electrics. Already one model is in consumer use and an electric truck for a Cleveland dairy is expected to be in service soon.

The two-passenger Charles Town-About offered by the Charles Motor Corp. of San Diego, Calif., is currently being manufactured by the Stinson Aircraft Tool and Engineering Corp. of the same city. Several hundred of these short-run electric vehicles will be use-tested by utility company meter readers in San Diego and Atlantic City.

Cleveland Vehicle Co. of Cleveland already has its electric trucks in production. American Motors (in con-



CHARLES TOWN-ABOUT production model has a one-piece molded fiber glass body on aluminum frame. It is powered by two lead-acid batteries located in compartment at rear of chassis. They total 200 ampere hours and power two electric motors adjacent to rear wheels. Car has torsion bar suspension, four-wheel hydraulic brakes. It has length of 164 inches and 94.5-inch wheelbase. Dash has battery charge gauge and speedometer. It is fully carpeted and has foam rubber seats, Naugahyde interior. The trunk space and area under hood can be used for storage. Weight is about 1,900 pounds. Town-About will cost approximately $2,895, including a 25-ampere battery recharger.

junction with Sonotone of Elmsford, N. Y.) and the Chrysler Corp. are also busily engaged in the development of electric cars.

Pioneer is the name of a smartly-styled two-seat electric auto designed and built by battery manufacturer George Lippincott and his son, Dick, of Santa Ana, Calif. Lippincott has ten electric cars in the works including prototypes of a convertible, station wagon and a hardtop.

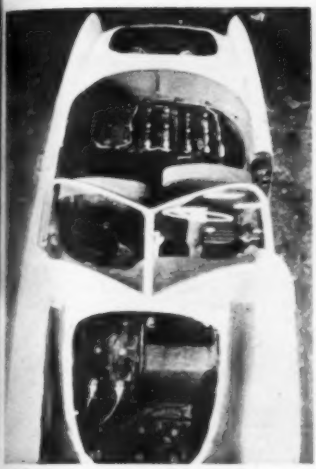
Steve Kish, president of Nu-Way Industries in Lansing, Mich., also plans to market his company's two-seat Starlite Electric by May of next year.

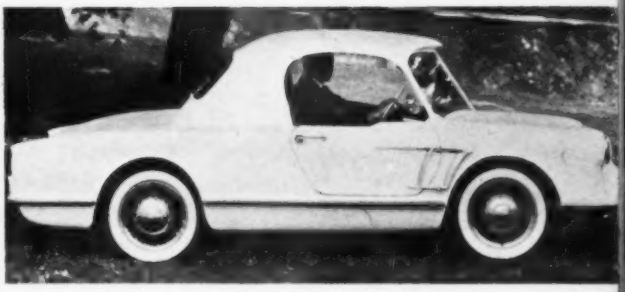
The electric car had its day between 1900 and the early 1930s before it passed into limbo. Its exit was hastened by the constantly improving gasoline cars—gas was cheaper in those days and electricity was expensive and not always available. Gas jobs also offered far more speed and power and a much longer

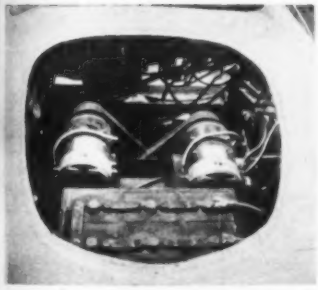
cruising range. The early electrics were tiller-steered and hummed along at only 15 to 25 mph on heavy, cumbersome and expensive lead-acid storage batteries which had to be recharged about every 75 miles. These batteries generated the electricity to power the driveshaft and the differential.

The renaissance of the electric car has been sparked by several factors, one of which is economy. The modern electric can be run at a much lower cost per mile than a gasoline-powered car. The Charles Town-About, for example, will travel approximately 150 miles for the cost of one gallon of gas.

Maintenance costs are also markedly reduced since [*Continued on page* 166]







NU-KLEA STARLITE has plastic body, removable top, weighs about 2,100 pounds. Batteries under hood, behind seats and in trunk power two electric motors, also in trunk. It will be priced between $1,500 and $1,800, including a built-in battery charger. This prototype model has an 82-inch wheelbase, length of 148 inches. Later models will have a foot accelerator rather than dashboard hand control.

BIG BUCKS, like this one, are dead game if you can learn to shoot with a bow and arrow.

BOW-AND-ARROW HUNTING

By Wynn Davis

THE most rapidly growing shooting sport in America is bow-and-arrow hunting. Thousands of huntsmen now shoot everything from crows and woodchucks to bear and deer with the hunting arrow. Archers are usually given a special week or two preceding the regular big game season and right now it's deer time for Robin Hoods throughout much of the nation.

Bow hunters, in true Indian fashion, must stalk their game flawlessly, be expert woodsmen and sharp-eyed trackers as well as fair marksmen in order to get within bow range of a wary target and make a good, clean kill. This takes some doing and the big thrills of the sport come in executing these arts perfectly. If you've ever tried to stalk a nervous buck in heavily-hunted country, you'll know just how hard your heart can pound and just how long you can hold your breath while your quarry lifts its head nervously to look in your direction.

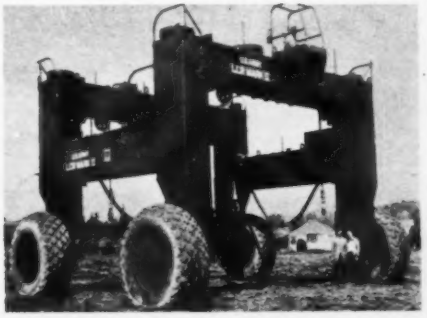
Big Jim Humphreys, who was once as rabid a rifle hunter as he is now a bow-and-arrow man, says, "If you want to prove yourself a real woodsman, take a bow and a few hunting arrows into some hard-hunted area and come back with a deer [*Continued on page* 160]

NOW SEE THIS!

TWO-WAY car radio by GE is one of a series called the GE Transistorized Progress Line, which has units ranging from 10 watts up to 75 watts. They all combine small size, remarkable performance and the lowest battery drain ever. You can leave the set on standby, ready to respond to a call; it will use no more power than the car's clock.

CONTROLLED FLAME makes this butane table lighter do all kinds of igniting jobs, including the great and mysterious ceremony of pipe lighting. Thumb-operated lever adjusts aperture through which gas escapes. Case is sturdy plastic. Brown and Bigelow, St. Paul 4, Minn., sells it for $16.95. The lighter burns standard pressurized butane.

UPSTAIRS DRIVE on this Dodge truck requires special skill, makes operator feel like Mark Twain on a Mississippi steamboat. These passenger steps are used to load and unload Continental's Boeing 707 jets. Each set of steps costs $10,000. As the unit rolls out on the ramp it unrolls a golden carpet for Golden Jet passengers to walk on.



BIG MAMA to Army landing craft is designed to waddle out into the drink and pick up the boats that are aground or disabled. Termed a self-propelled, rubber-tired gantry crane with lift hooks and salvage pumps, the 70-ton rig is capable of operating half submerged. Army developed it, Ford built it. The LCR stands for Landing Craft Retriever.

PICTURE-CARD COLLECTING IS BACK!

INDIAN CHIEFS series were excellent portraiture.

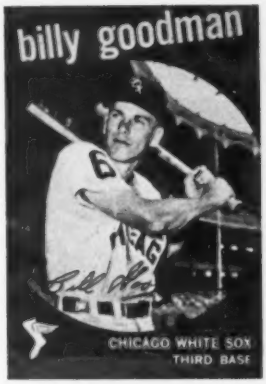
By Harvey Gardner

WORLD SERIES time, for many a hot-blooded young fan, means excitement far beyond the small matter of which team will win. "Will I own a complete winning team? Can I get both pennant teams?" There's the real issue. Many a lad may be seen poring over his pasteboard baseball cards and ignoring the game on the TV screen.

Today's baseball card-collectors acquire more than the pictures of their idols; they get them with the latest change of teams, vital statistics and batting records on the backs. Topps Gum Co., a leader in the bubble gum field, puts a lot into keeping its baseball cards accurate and vital. Players' pictures are taken in ball parks, during warmup. The company's photographers haunt the games to keep up with the latest player swaps, and Topps contact men keep in touch with managers and players, maintaining relations. One way they do this is to supply players with cards to give away to kids.

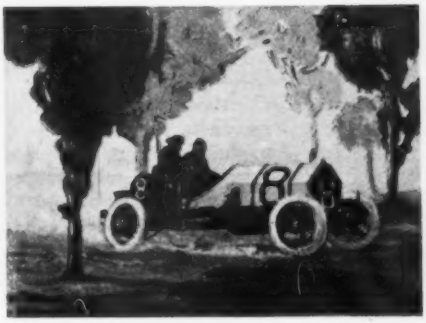
1880s—stalwart in studio poses behind a ball on a string.

1900s—great players like Rube Waddell appear on the cards.



1950s—full-color photos, with player's statistics on the back, sell bubble gum.

CIVIL WAR episodes like Morgan's raid thrilled young collectors of Honest Long Cut Chewing And Smoking Tobacco cards.



THOMAS—first car around the world—appeared in the Automobile Series of popular Turkey Red cigarette cards before 1914.

When teams go to Japan for post-season games, Topps cards go with them—and the Japanese children go wild for them.

If you had the idea that baseball cards went out about when Penrod put on long pants, you were right. But they have come and gone several times, having flared up in the 1880s, 1900s, 1920s, 1930s and again after World War II.

Baseball cards are only one kind of picture card, and kid collectors only one kind of collector. There are grown men who collect cards and they've been at it almost a century. Now, with the current mania for Americana and the nostalgia felt for [*Continued on page* 162]

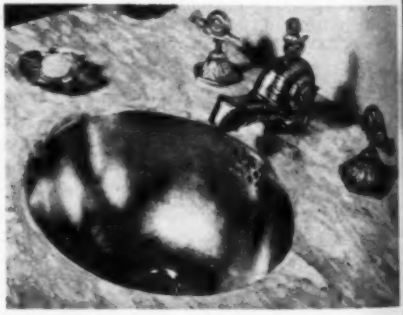
WILD WEST was still wild when boys began to pester Pop for these tobacco cards.

GOLD-PLATED BATHROOMS

THE servants of Louis XVII of France drew water for the royal spongings from faucets that were fancifully wrought to resemble swans—golden swans. Now American designer Sherle Wagner sells copies of those monarchal taps for only $139.50. He also offers faucets and soap dishes that mimic marine forms such as dolphins, sea horses and snails—all gold-plated. If this keeps up, burglars will need plumber's tools. •

DOLPHIN bracket supporting soap dish is, like the faucet set, of hand-chased 24-carat.

DESIGNER and wife compare his swan tap with sketches and a model that preceded it.



GOLDEN BOWL sunk in marble is matched with golden snails, shell soap dishes.

HOW TO FIND MONEY IN YOUR HOME

By Lester David

BILL DERETCHIN of Brooklyn, N. Y., had a problem. He loved garlic but his pretty wife, Bessie, objected strenuously to the fragrance which lingered on—and on and on. Since Bill didn't want to give up garlic and had no intention of giving up his wife, there was only one way out: Fix up the garlic so his wife wouldn't mind. It wasn't

ASK HOUSEWIVES what's wrong with gadgets. Their gripes may spark your Big Idea.

easy. But Bill, seeing visions of a business bonanza if he succeeded, stuck to his cloves. For five years he experimented with different processes. Finally, he got it—a product which tasted like garlic, smelled like garlic, which *was* garlic, but vanished in all ways after being consumed.

Bill's idea, the technique of which is a closely guarded trade secret, paid off handsomely. His firm, Derry Products, now does $1,500,000 worth of business annually with the garlic item as well as other products, including onions which get the same no-after-odor treatment.

Bill Deretchin is only one of an increasing number of bright young fellows who followed a simple formula which led them to the jackpot: They let their families help make them rich.

It's happened just this way many times over. Take, for example, the story of Leo Gerstenzang, who was in the baby clothes business in New York. Leo and his wife had just had a new baby daughter and one day Leo was watching proudly as the infant was being bathed and dressed in their small apartment.

He was struck by the fact that his wife had to twist pieces of absorbent cotton onto small sticks in order to make swabs with which to apply ointment to the baby's skin. Wouldn't mothers be grateful for a package of ready-made, sterilized swabs which could have all sorts of uses? And, more importantly, couldn't he provide them?

They would and he did. He ultimately perfected a machine which pro-

duced what he wanted. You know the product—Q-Tips. The company now does business in the millions, has factories in Canada and France and one is now going up in England.

But how can *you* apply this formula? How can your family help make you rich? You might sit back and wait for the Big Idea to jump up and bite you but you'll get a lot further by aggressively seeking out the inventions needed in your home.

Where should you look? Try hunting around kids, for one thing. Americans spend billions each year on youngsters and, astoundingly enough, the youngsters spend more billions on themselves.

An idea doesn't have to be complex to capture the youngster trade. Certainly there was nothing complicated in the invention which created a big business for Martin Umanoff. Martin had two children who, like many other kids, were having trouble learning how to tell time. To help them out, he made a large cardboard clock with moveable hands, with colors to simplify the "before and after" problem and a ring of numbers around the face to let a child read minutes.

When Umanoff's children brought the gadget to school, teachers began circulating it. Soon it came to the attention of the principal, who told others in the educational world. The demands came flooding in from school systems all over the U. S. [*Continued on page* 163]

SMART HUBBY saw his wife struggling with baby swabs, devised the popular Q-Tips.

ABC CARDS for tots were born when a proud pop noticed son puzzling over adult cards.

MONEY MAKING IDEA

HAS GUN, WILL PROFIT

By John Fetterman

SIX-GUN held by the proxy of Slammer Gun Co., Rankin C. Powell, fires rubber bands.

RANKIN C. POWELL, who listened to a novel toy idea last year, is now the president of a new company in Louisville, Ky. that appears headed for the top in the toy pistol field.

The product is the plastic Slammer gun, a realistic 13-inch pistol that will rapidly fire six rubber bands up to 25 feet with deadly accuracy. The Slammer retails for $1.50. It was designed especially for the kids and is a perfectly safe toy. [*Continued on page* 167]

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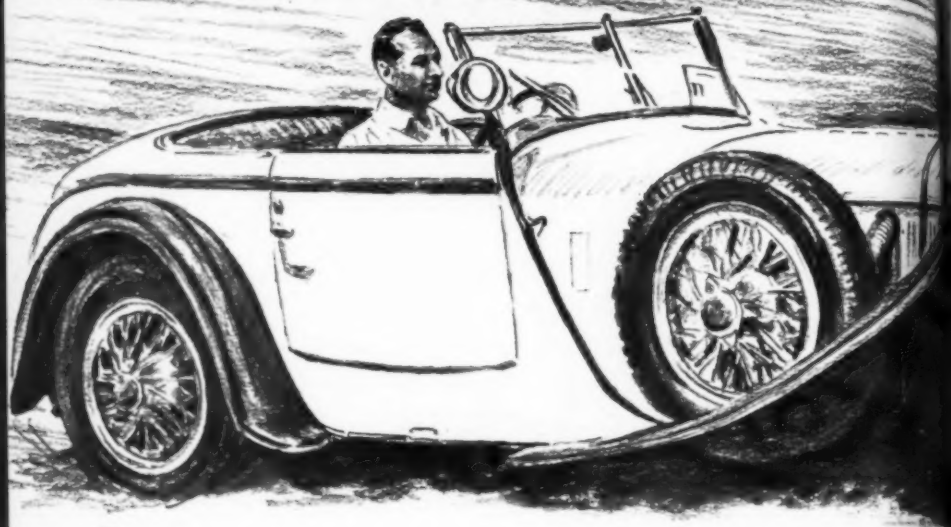
IMI is tops in the looks department and es to keep her rugs the same way. She's ing the new Turbotool rug washer and ampoo dispenser ($26.75) which fits any ectrolux vacuum. The penetrating, odor-s, non-toxic, non-inflammable Turbo ampoo is fed automatically into the re-lving shampoo brush which cleans rugs easily as if you were vacuuming. Elec-lux Corp., 500 5th Ave., N. Y. 36, N. Y.

MIMI

Drawn for MI by J. GEORGE JANES



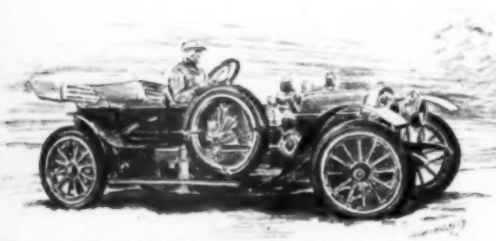
S MODEL of 1927-28 had a top speed of 110 mph. Only 146 cars of this type were built.

GALAXY OF THREE-POINTED STARS

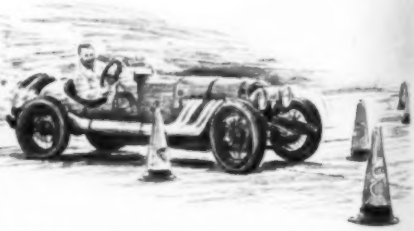
THE famous three-pointed star at left is the symbol of one of the great road machines in automotive history —Mercedes-Benz.

One of the finest collections of antique Mercedes ever displayed was a major attraction at the Sebring, Fla. Historical Cavalcade this year. The cars, assembled by Daimler-Benz of North America, Inc., included such vehicles as the 1893 Benz "Velo," the world's first production car which boasted a gearbox, carburetor and differential. A handsome version of the famed 125-mph 1928 SSK was also there. Only 33 of this particular model were built. It was the world's fastest sports car of its time.

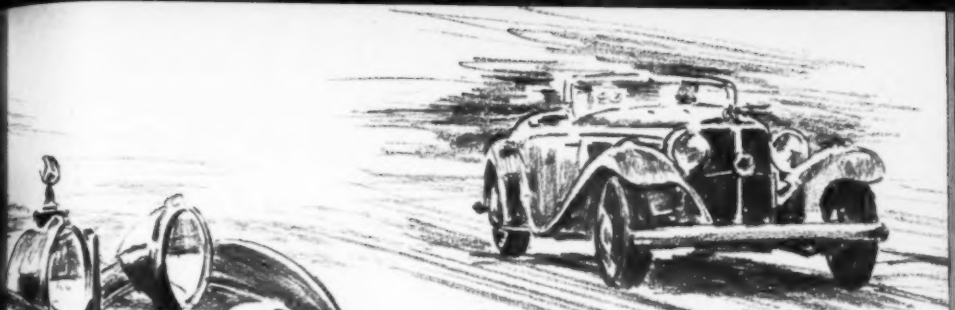
All the cars but one were privately owned. They came from all over the land to parade in the galaxy of stars. •



TOY TONNEAU of 1904 got its name because of its characteristic body.

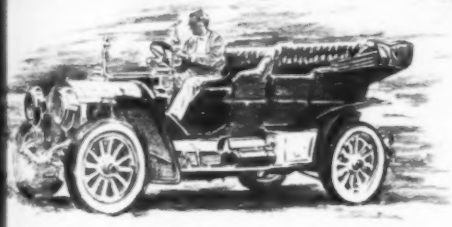


TARGA FLORIO model belongs to Henry Austin Clark. It is a 1924 car.



540K was driven to Sebring from New York. Pre-war sports car does 130 mph.

1914 RACER won Grand Prix of Lyons same year. This car put out 110 hp.



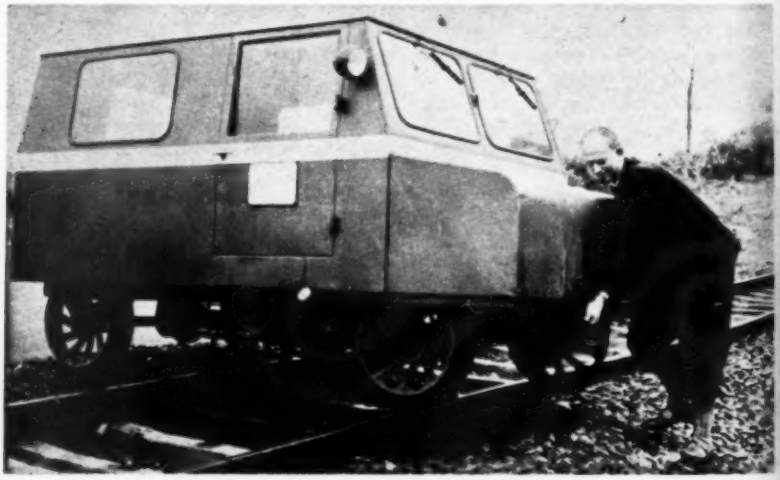
1904 AMERICAN Daimler is only car of this series known to exist today.

MERCEDES executive Wolfgang Robinow, left; ex-champion Rene Dreyfus.

WORLD'S first production car is the ancient Benz "Velo," built in 1893.

IT'S NEW!

CARGO CRUISER on '59 Pontiac chassis has extra-long 148-inch wheelbase, 50 per cent more cargo area, 40-inch wide rear door. Superior Coach Corp., Lima, Ohio, builds it.



NO SAMSON is West German railway worker who easily lifts lightweight railcar used by track gang foreman. It carries six men, does 30 mph via gas engine.

METER PATROL in Summit, N. J., consists of scooter-riding female cops who hand out tickets with a smile to parking violators.

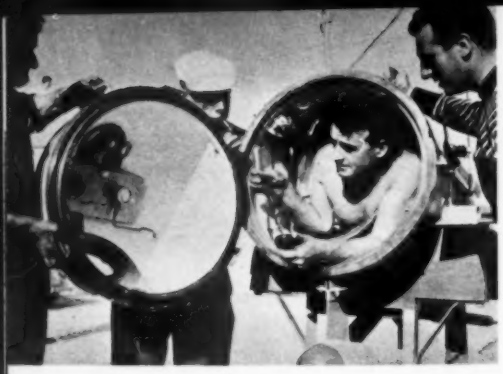
WIRE TIRE is unharmed by blowtorch, withstands up to 2,000° F. heat. Goodyear Tire and Rubber Co. designed spaceship wheel.

VIBRALITE is new safety signal for night drivers. Light on antenna-like rod glows brightly when auto's foot brake is applied.

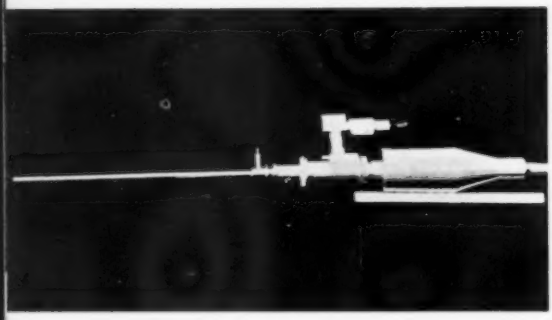
POWER MOWER wheelchair rigged with low and high gear enables Orrie Porter of Allegan, Mich., to get around his home town.

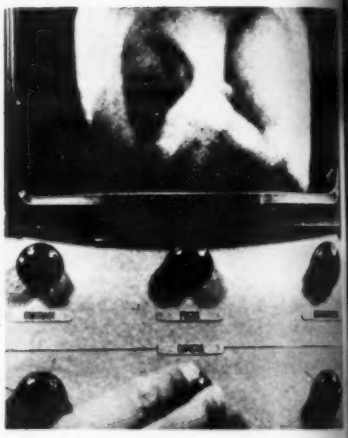
DANGLING electric feelers automatically keep tractor right distance from row crops.

GIANT Vickers Viscount model airliner was fashioned by English constable Colin Bish.

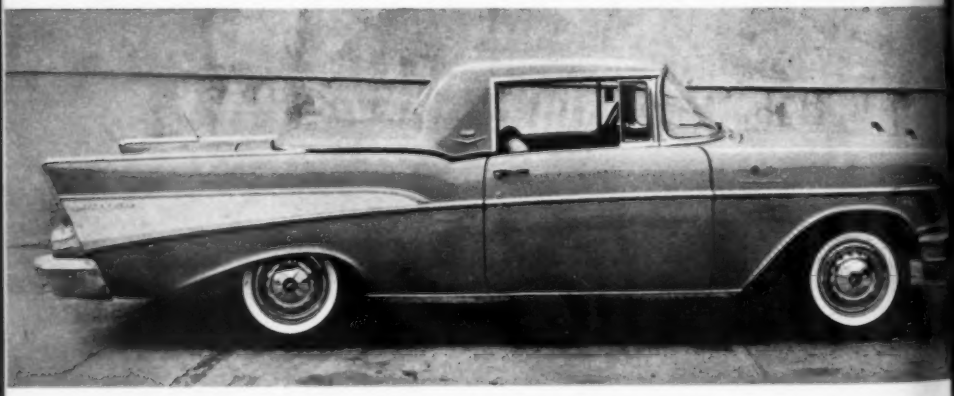


ONE-MAN sub gets finishing touches from French builder, Jacques Boissy, above. The 1,000-pound-plus craft is over eight feet. It is lowered into Mediterranean, right.





TINY TV camera at tip of peritoneoscope, above, is optical instrument used to explore body's interior. View of patient's bronchi is seen on the TV screen, at right. Device is Australian.



REMOVABLE hardtop on this '57 Chevy convertible changes car's entire appearance. The novel roof was built and installed by its owner, auto dealer Sidney Novak, Omaha, Neb.

FLAMINGO is 36-foot ocean-going catamaran. Three-ton British craft berths eight, sports 600 square feet of sail, outboard.

CHICK-U-BATOR is a kids' toy that hatches baby chick. It comes with electric cord, bulb, plastic cover to see miracle of birth.

STILTED English tractor enables farmer to harrow between a row of crops growing up to 54 inches. Installation takes four hours.

EXPERIMENTAL British floor polishing machine is electronically controlled, can clean, polish hundreds of yards in just an hour.

America's Zig-Zag MISSILE

86

FRANK TINSLEY, '59

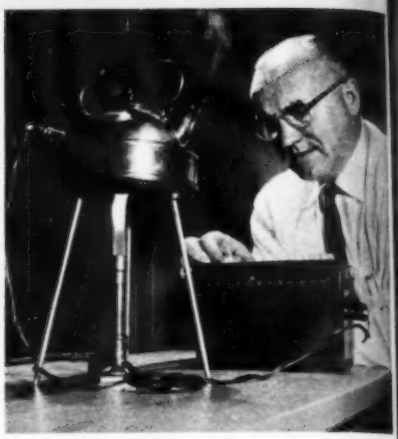
By Frank Tinsley

SWIFT and low, the nuclear warhead missile darts above the enemy countryside in an erratic zig-zag pattern designed to elude defensive radar and rockets before annihilating its target. This projected missile promises to give Uncle Sam the knockout punch that would make enemy brass think twice before launching any attack. Authorities believe the low-flying, atomic-ramjet, zig-zag missile may be *the* vital key in maintaining peace. [*Continued on page* 168]

ZIG-ZAGGING missiles would elude enemy defense system and destroy target.

NOW SEE THIS!

WATER POWER in the form of a high speed, lawn-like revolving sprinkler runs this 11-pound Portamatic dishwasher which fits on your drainboard and attaches to your sink faucet. It uses a liquid detergent and washes and rinses dishes and silverware in six minutes. It is made by Chico General Products Corporation in Burlingame, Calif.



THERMOELECTRIC tea kettle produces enough power to operate a radio while it boils a cup of tea. The materials, one of several types undergoing development by scientists at the Westinghouse research laboratories, are built into the bottom of the tea kettle. The heat is converted directly to electric power without the aid of moving parts. A similar junction can convert electric power to heating and cooling devices.

ADJUSTABLE coat hanger has a grooved extension on each side which makes it possible to adjust it to hold your overcoat and suits or your wife's sweaters, open-neck gowns or sleeveless dresses. The plastic hanger was invented by James L. Thurber of Denver, Colo. The hanger costs 79 cents and is available from the Lou Buck Company, 269 Perry Street, Denver, Colo.

NEW UNDERWATER wear for diving and swimming consists of mask and other equipment. Rig can be used as self-contained unit or converted to a compressed air unit for static diving. An important feature of the equipment is that no tell-tale bubbles escape which would betray the diver when used as a self-contained unit. The U. S. Army and civilian scientists developed the device.

CAT AND DOG FOOD, dried, could be sold in safe-to-eat-from containers with pry-off vacuum tops. R. Blackford, Readville, Pa.

ROADSIDE RUBBISH BINS, reachable from the car, would help clean up American highways. Robert Borgwardt, Beloit, Wis.

SPRAY-ON PLASTIC SEAL, to be used on home preserve jars or on containers of left-over food, etc. Bob Violetti, Broomal, Pa.

INVENTIONS WANTED!

Is there a gadget you think should be invented? If so, send its description to Inventions Wanted Editor, MECHANIX ILLUSTRATED, 67 West 44 St., N.Y. 36, N.Y. Each one printed will be awarded $5.

SELF-ADJUSTING SHOCKS linked to the speedometer gear—soft at low speeds, hard at high. Gerald F. Murray, Brooklyn, N. Y.

POWER-SCOURER attachment for kitchen mixer—to take the ache out of de-blackening pans. Allen S. Smith, South Bend, Ind.

McCAHILL TESTS

the VESPA 400

This pint-size Italian rig, comfortable and fun to drive, is hard to beat at $1,080 says Tom

By Tom McCahill

HERE is a real fun car.

When Gabe hits a few hot licks on the trumpet and ancient graves start to pop open like popcorn in a blast furnace, maybe they'll line up all the good and bad guys as to occupation. If they do, standing right in line with old Hank Ford, Walter Chrysler and perhaps Durant, will be a little guy named Piaggio, from Italy. Piaggio started out building railroad trains but recently his outfit has been building more Vespa motor scooters than American woodchucks have built woodchucks since the turn of the century.

The Piaggio Cartel elected not to stay within the bounds of former Mussolini Land but to expand worldwide and take over plants in England, the Argentine and France. Out of this last plant (in Fourchambault, France) now comes the Vespa 400 automobile which is one of the neatest little packages to hit these shores since

REAR-ENGINE Vespa "is two-passenger coupe with a storage bin behind seats where two kids can be carried."

FUN CAR slid "around a corner or through a quick bend the way you'd slide a Ferrari or Mercedes 300SL," according to Uncle Tom, our slide expert.

"IMMEDIATE appearance," says Tom of Vespa's styling, "is Miniature High Continental. It has a soft folding roof and neat uncluttered lines."

Jenny Lind shinnied down a gangplank.

Before getting much further with the new Vespa 400 perhaps a bit of conjecture as to why this Italian bucket is being built in France might be in order. In Italy (home of the Vespa motor scooter), manufacturing taxes on automobiles are undoubtedly the roughest in the world. I remember hearing Senor Lancia of Lancia tell me that if it wasn't for the Italian taxes, he could deliver the cars he was selling for $6,000 in the United States for less than $3,000—and still make the same profit. This is possibly why most Ferraris cost more than Rolls-Royces—in addition to the fact that they're pretty good cars. Anyway,

TEST CAR SPECS

MODEL TESTED: **1960 Vespa 400**

ENGINE: **2** cyls; **24** cubic ins; **18** brake hp; **19** ft-lbs max torque; **6.4** to **1** compression ratio. Bore **2.57** ins; stroke **2.57** ins; Fuel required **Gas-oil.** Standard axle ratio: **4.44.** Wheelbase **86¾** ins; length **112½** ins; height **59** ins; width **50** ins; front tread **42** ins; rear tread **42** ins. Weight **850** lbs. Gas tank capacity **5** gals. Turning circle diameter **25** ft. Tire size **4.40x10.**

PRICE (without optionals): **$1,080**

PERFORMANCE: **0-30** mph, **9** secs; **0-50** mph, **26.9** secs; **0-60** mph, **37.8** secs. Top speed **62** mph. All times recorded on corrected speedometer.

PULL-OUT battery is easily accessible in the nose of the hood, behind grille panel.

LITTLE CRANK delivers precise amount of oil to gas when oil reservoir dial is set.

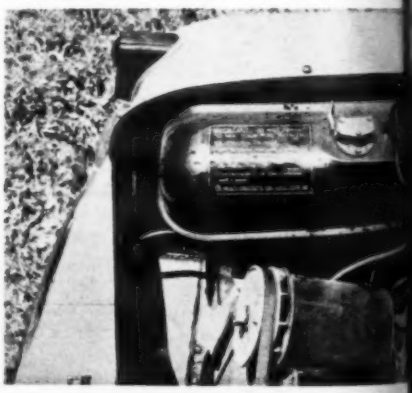
DOOR cut into Tom's arm; non-sliding part of window should be in front, he claims.

this is the biggest Italian motor effort made in France since another Italian named Bugatti packed up his wrench set and headed over the Alps years ago.

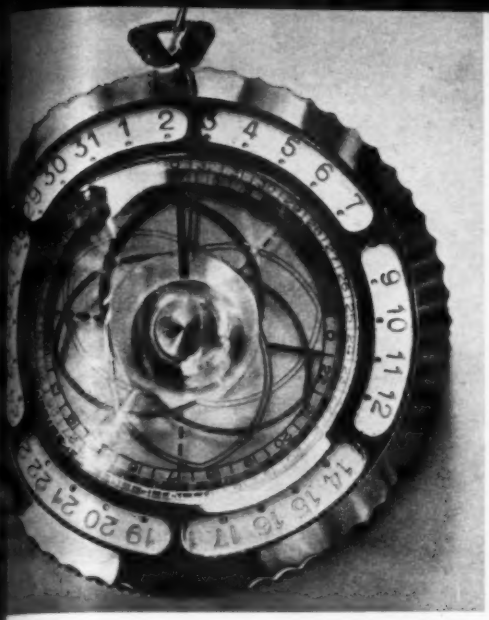
The Vespa 400 is a two-passenger coupe with a storage bin behind the seats where two kids can be carried, or three smallish barrels of opium. Its immediate appearance is Miniature High Continental. It has a soft, folding roof and neat, uncluttered lines. Inside the cab you have nearly twice the legroom available on a 1960 Cadillac—meaning that if you're seven or eight feet tall you'll still have to stretch to hit the pedals when the seat's all the way back.

The instruments are as sparse as a one-feathered peacock and consist of an odometer-speedometer combination and some idiot lights that tell you when you're generating and when you are down to one gallon of fuel (which in this rig means you're still 20 per cent full). George Romney of American Motors has been beating the public over the head for some time now about the virtues of small cars. A Vespa owner's message to Rambler owners might be, "What are you doing in that big tank?" The Vespa's 66-in. wheelbase and overall length of 112 inches will make the Rambler owner feel like he's driving a Freuhauf trailer.

Actually, there is ample room and comfort for two normal-sized people in the cab. Unfor- [*Continued on page* 157]



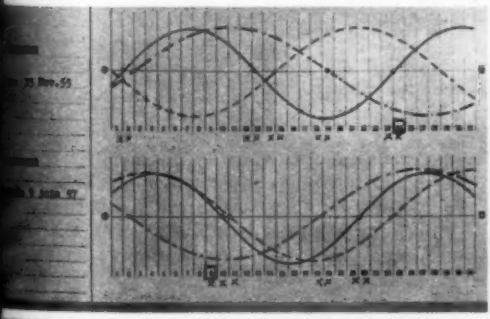
GAS-OIL mixture fuel tank is next to the tiny two-cylinder, two-cycle, 18-hp mill.



METER PREDICTS YOUR MOODS

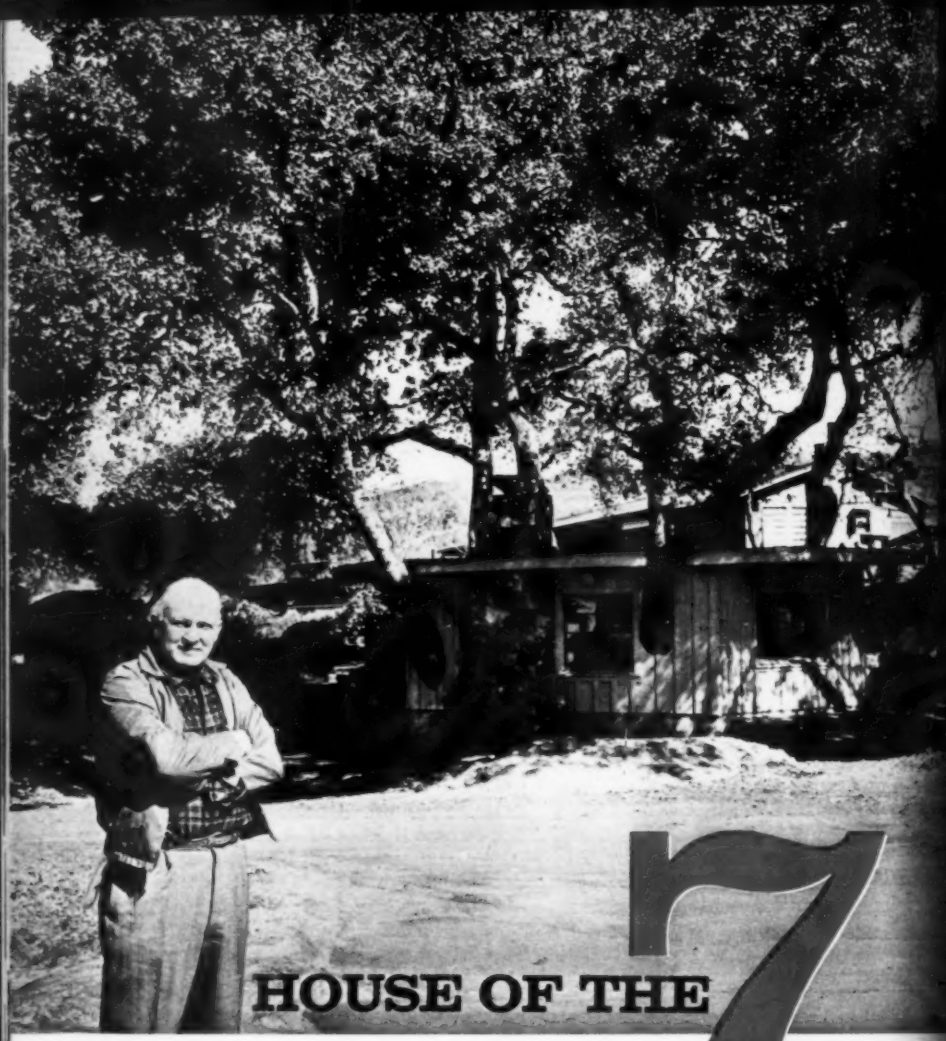
NO CRYSTAL BALL, they say, but looking enough like one for any faddist—the dial of the Rhythmograph.

WHETHER you hit a homer or strike out, bounce off a germ or come down with a sore throat—all depends, say the bio-rhythm theorists, on your 23-day rhythmic cycles and on whether you are in a High or Low period. To know how you'll be doing next Tuesday, they continue, don't consult your horoscope but see what your Rhythmograph tells you. Rhythmographs are made by clever Swiss watchmakers. How they respond to your rhythm is a bit of a mystery but to back up the theory of bio-rhythms there are charts showing that President Eisenhower's illnesses have come during his Low periods, and that James Dean had his fatal car accident during one of his. Furthermore, Max Schmeling was licked during a Low and Max Baer won during a High. The Rhythmograph can also be turned back to account for the past. •



IKE'S CHART, made up by bio-rhythmicists, shows his cardiac and intestinal crises came in low periods.

HANDY rhythmographs come on compacts and on cigarette cases.



HOUSE OF THE 7 TREES

A GROWING HOME was what Dempster wanted—and here he has it. He likes to feel that it will never be finished.

NOWADAYS there are more home-builders who adapt their plans to shade trees on their lots. No one has gone farther in this direction than Hal Dempster, a real estate broker of San Diego. Dempster's rural retreat in Alpine, Calif., is literally built around a group of sycamores and oaks. Five trees go up through the concrete floor, the roof and the walls. Two more are to be enclosed in a porch.

Having trees growing up through the house, quite aside from flouting convention, creates practical problems. The Dempster house meets them. The trouble with trees poking out of your house is that they sway in the wind and make leak-likely places in the roof. Dempster's trees have bellows-like baffles to keep out rain. •

CHIMNEY, flanked by tree limbs, gets a close inspection by Dempster and a guest. Chimney stone is from many western states.

CANVAS around tree where it pierces wall allows it to sway in wind, keeps out the wet. Owner has done all work on house himself.

TRUNKS loom up inside. At left Dempster points to leaf-bearing twig on thermometer-bearing trunk and at right he shows glass fibre insulation at seal.

TWINFONE

WIN $50

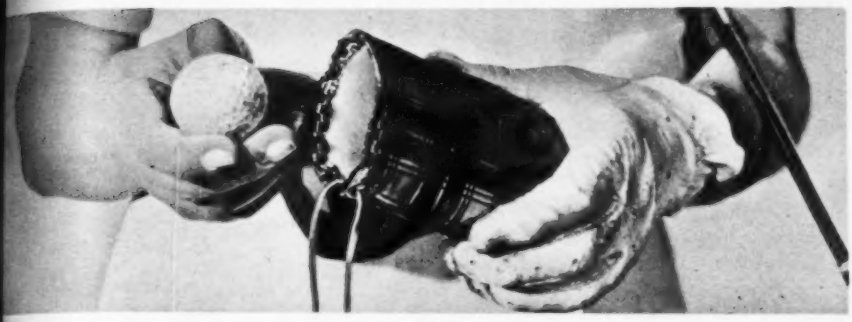
MI will award $50 each month to the first person who tells us of a new and useful gadget that is patented and in production. Manufacturers are also eligible for this award. Pictures and a description should be sent to Bright Ideas Editor, Mechanix Illustrated, 67 West 44th Street, New York 36, N. Y.

A NEW acoustical gadget that snap onto a standard handset in a mo ment is called the Twinfone because it plays twin to the standard earphone. It can also be called a noise muffler, con nection improver, aid to the deaf and stereo attachment, if you hold it up to your vacant ear. If you let your aun nuensis hook up to your phone she can take down the conversation, be a wit ness or get a silent yok out of listening in. Scott-Mitchell House, Inc., 415 S. Broadway, Yonkers, N. Y. $3.98. •

SECOND EARPHONE fits over the one on handset. You can eavesdrop on your Girl

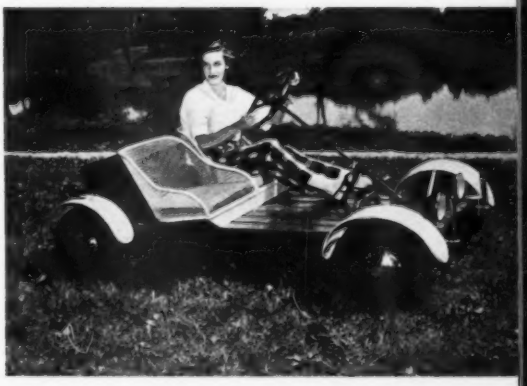
Friday's talkathon or use Twinfone on your own calls to shut out noise, improve hearing,

NOW SEE THIS!



ANTEE golf ball cleaner bag has a leather thong to secure it to your golf cart or bag. The tartan plaid bag has a spongy interior which is activated by filling it with water, then pouring out excess. The soiled golf ball is thumbed back and forth in Bantee until it is clean. You don't even have to wipe it off. Paul-Reed, Inc., Charlevoix, Michigan.

MUTT (Military Utility Tactical Truck) is a new 1/4-ton passenger and cargo carrying vehicle built by Ford Motor Co. for the U. S. Army. The Mutt has an all-steel unitized body, four-wheel independent suspension, interchangeable front and rear axles and new 247-pound, four-cylinder mill. It succeeds the Jeep as the Army's standard tactical and reconnaissance vehicle.



CUSTER two-passenger buckboard can be had with electric ($595) or gasoline ($695) power plant. Electric job has 18 mph top speed, goes 20 miles on a plug-in charge. The gas rig does 40 mph. It is designed for short trips—to beach or golf course, around estate or for general use around airports, motels, etc. Custer Specialty Co., 139 Bradford Street, Dayton 10, Ohio.

TURN PAGE FOR SPECIAL SECTION:
MAKE YOUR OLD HOUSE A NEW HOUSE.

The Green Dolphin

HERE'S OUR "before" cellar—before transformation to the lovely room shown above.

Knotty pine and nautical fixtures make a shipshape basement recreation room.

By Joseph A. Sagona

BEWARE! Or, like some other procrastinating home owners we know, you may find yourself faced with a cluttered storage-depot basement of accumulated junk that, like Topsy, "just growed." By devoting a number of (working) weekends to the project and by (slightly) widening the home-improvement slice of your budget pie, you can achieve the same exciting result with your basement as we did with our

nattily nautical "Green Dolphin" room.

First prepare scale drawings of the basement showing where walls, partitions, stairway, bar and cabinets will be built. Drawings of the wall elevations should show locations of studs and crossmembers, window and door openings and electrical outlets. You will also refer to these drawings when compiling your list of materials.

Now draw up a work sheet—really a step-by-step program of construction and time schedule by which you can measure your progress. By keeping the

WESTERN PINE PANELING is also used on benches. Note rope-covered lally columns.

MINIATURE DOLPHIN mounted into front of bar sets the nautical motif for the room.

REPAIR FOUNDATION cracks with mortar, waterproofing membrane, asphalt coating.

STUDS are toenailed to the top and floor plates on four-foot centers along the wall.

job in perspective and allowing you to view the project as a whole, it will save you time, money and headaches during construction.

Start by checking your foundation, inside and out. Cut back cracks in the masonry with a cold chisel to form a shallow V and fill with mortar. Then cover the area with a waterproofing membrane and trowel on a coat of asphalt foundation coating.

Floor plan. Bisect, then quarter the room to establish the center lines. Stretch a taut chalk line on the floor between the center points of the two end walls and snap it. Scribe arcs three and four feet from the center points of the two side walls. Now make permanent marks on the floor as guides for laying the floor tiles later on.

Wall studs and partition. Mark positions for the 2x3 floor plates by measuring from the center lines, then fasten these to the floor with masonry fasteners.

If end joists are more than three inches from the sill (wall), bridge the gap with 2x3 inserts cut to fit. Nail one

LEVEL lower panel, scribe to conform to floor, rip and nail.

TAP IN panels using the tongue edge of a scrap piece.

BEVEL SQUARE is used when scribing stair panels.

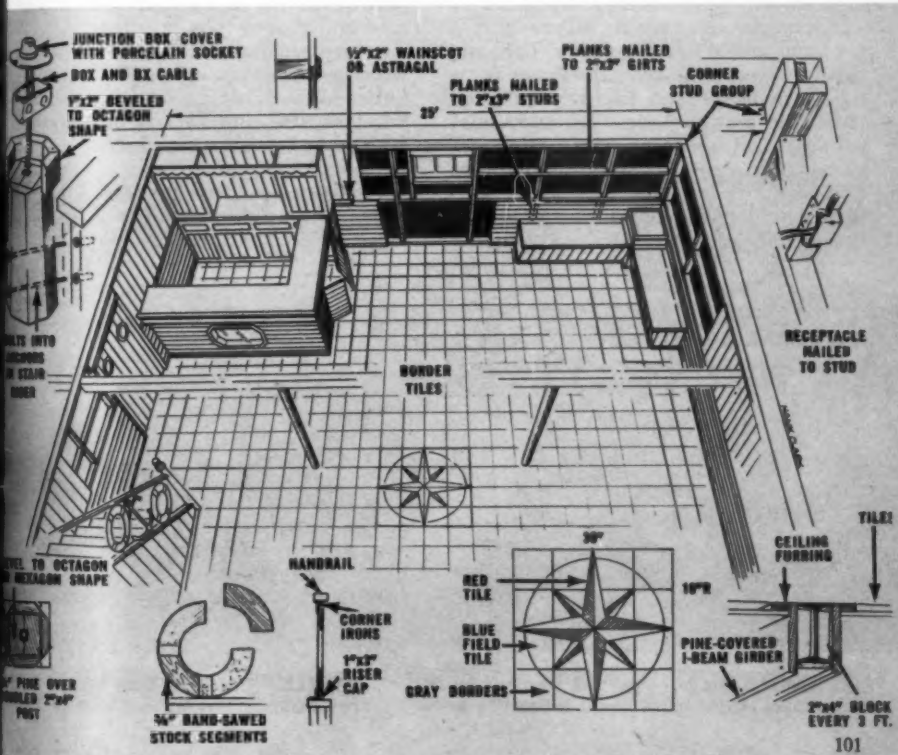
TEST the ceiling furring level: shim where needed.

CHECK local codes before doing any electrical work.

PRIME backs of panels to protect them against moisture from walls.

end of these to the outside of the last joist and toenail the other end to the sill; then nail the 2x3 top plates.

Studding. Measure at various points along the walls the distance between top and floor plates and cut the 2x3 wall studs to fit. Set the first stud 2¾ inches from the corner, its edge flush with top and floor plates to which it is toenailed. The three 2x3x12-inch corner spacers are nailed to the stud and floor plate, to the stud and top plate, and midway between. Place the second stud at right angles to the first and nail to both plates



HINGED PORTHOLE PANELS are installed at all window openings. Note 1x3 battens.

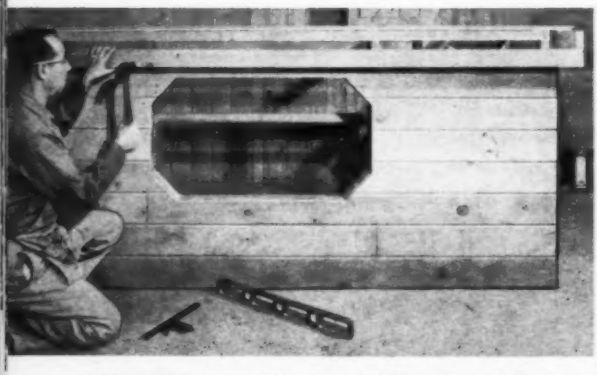
FRAMING for back bar is of 2x2 lumber; door and drawer frames are 1x3 knotty pine.

and the corner spacers. Repeat at each corner installing the rest of the studs on four-foot centers along the walls.

The horizontal crossmembers (girts) are now leveled and installed between the studding, just above the lower horizontal paneling and midway between there and the top plates. For additional support add short upright studs between crossmembers and floor plate at two-foot intervals. Now double the floor plates and nail the 2x3 stock (which fits between the studs) to the floor plates.

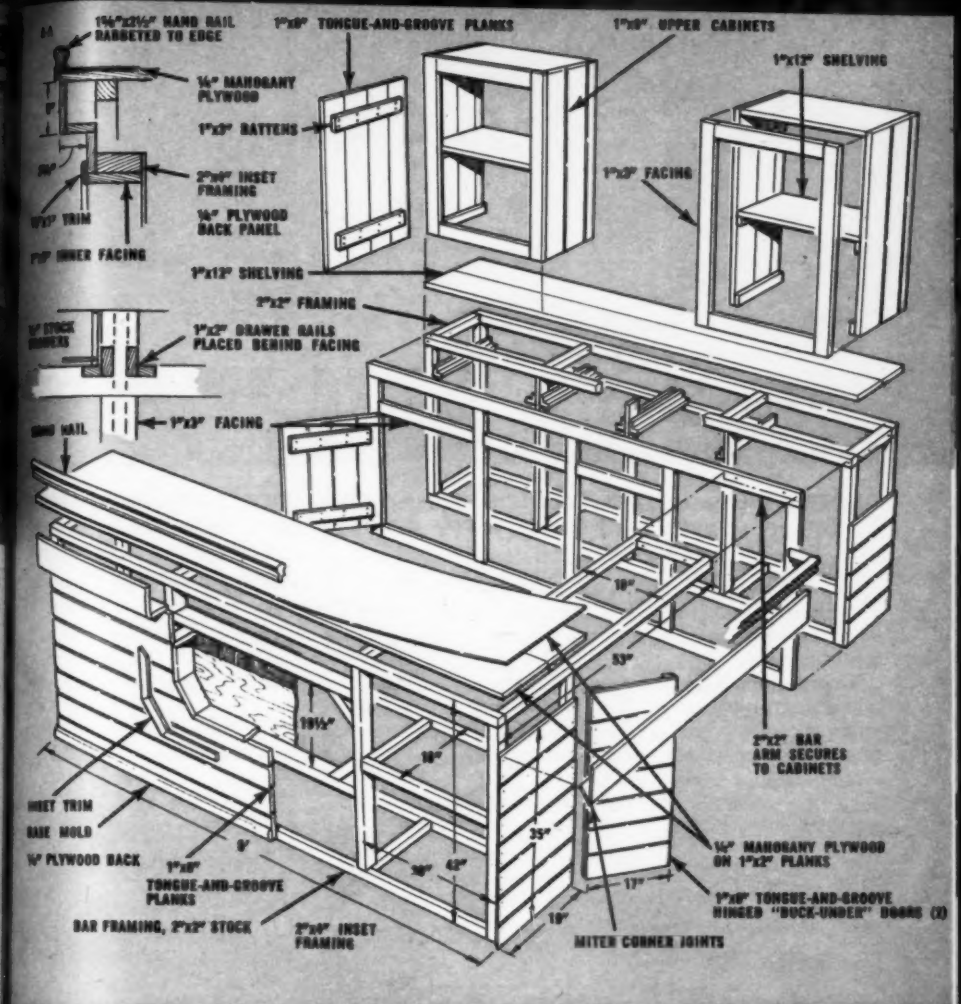
Framing windows, shadow boxes and door openings. Space studs uniformly cutting where necessary to clear window and shadow box openings. Allow a one-inch clearance on all four sides of window sashes and doors. Nail a header between the studs above and below each window. The shadow box openings are framed in the same manner.

Toenail studs on both sides of the door openings, their bottoms resting on the floor against the open ends of the floor plates. Now nail the 2x3 door header



PANELING is nailed over 2x2 framing of the refreshment bar; shadow box is framed by 2x4's.

PANELED BENCHES with hinged lids are designed to double as storage bins.



BX CABLE runs along center groove of white pine lighthouse newel post.

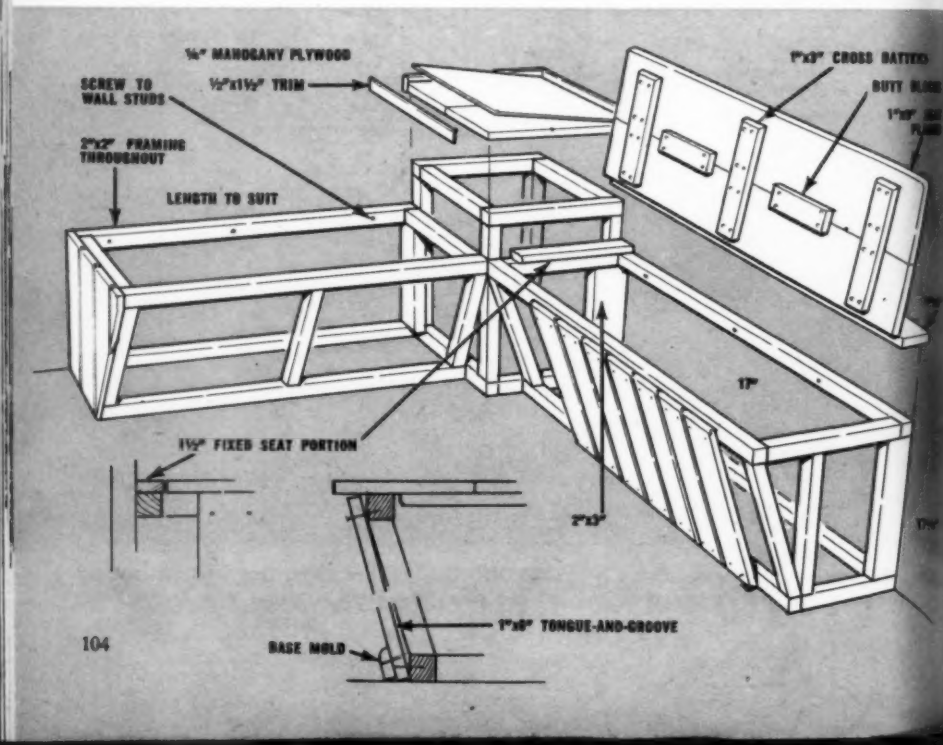
EXISTING DOORS are given that nautical look by adding portholes, then paneling with knotty pine.

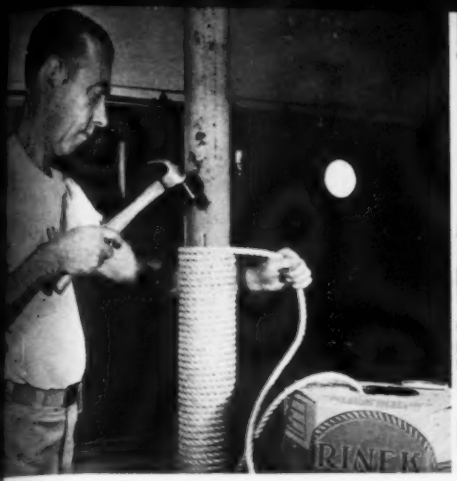
GIRDER panels nail to blocks in I-beam. **CEILING TILE** is stapled to 1x2-in. furring: start from a corner. **FLOOR TILE** presses onto adhesive coating spread on floor.

between the studs and across the top to complete the frame. Nail shorter 2x3 "cripple" studs between door header and top plate.

Door jambs. Use a carpenter's square when aligning these ¾-inch jambs with wedges and shims. Install the jambs flush with the outer surface of the finished wall paneling but avoid nailing at the point the door hinges will go.

Ceiling furring. Measure the distance from the girder to the side walls. Nail the first furring strip at the girder and across the ceiling joists working toward the side walls. Space the strips 12 inches apart on centers for 12-inch





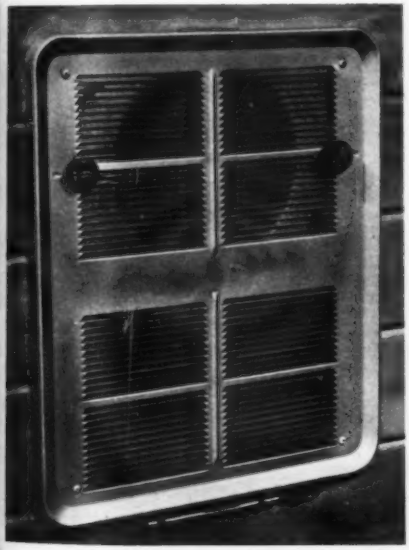
FASTEN ½-inch rope around lally columns with finishing nails at one-foot intervals.

INSTALL the base molding with finishing nails. Countersink nails, putty recesses.

tiles. After nailing the first furring strip (with 8d. nails) across the room, measure 12 inches on centers and snap a chalk line across the joists to line up the rest of the furring. Shim out or notch the joists where necessary. Finish with strips nailed along the edges of access openings and other installations that intersect the regular locations of the furring.

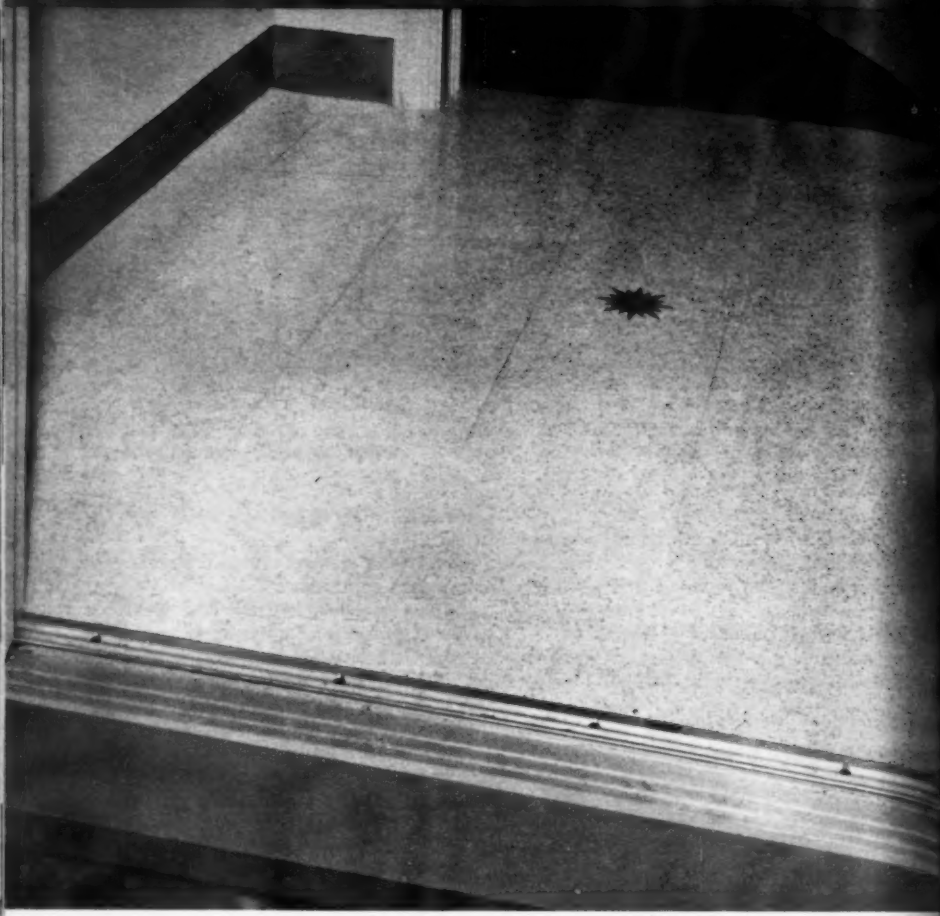
Electrical installations. Prepare a schematic showing the location of wall outlets, switches, ceiling and wall fixtures, new cable installations and cable runs to the various junction and outlet boxes. This work must conform to local safety codes and regulations, so check these before proceeding.

Knotty pine paneling. Wall covering is No. 2 tongue-and-groove Western white pine paneling, Sterling grade (No. 2 common), chosen because of its close grain, small knots and nominal shrinkage. The lower three feet of this is installed horizontally to simulate the planking of a [*Continued on page* 128]



TWO built-in electric heaters warm the room, each with its own switch and fuse.

PORTHOLE window panels drop down to permit opening and closing of the windows.



CRYSTAL TILE VESTIBULE FLOOR

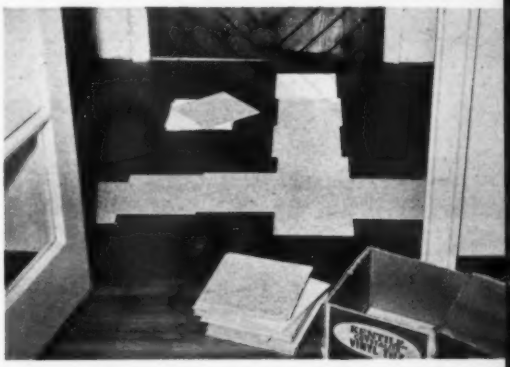
The first step inside your home is into the vestibule. Here's how you can make it set the "tone" for the rest of the house.

MOST home owners' experience with floor tile is limited to the prosaic asphalt tiles which were introduced a good many years ago. However, there are a host of new tiles on the market well worth investigating. Some of these new tiles are as different from asphalt floor tiles as fine mahogany is from rough pine. One such product is a floor covering introduced by Kentile called Crystalite. It is a white [*Continued on page* 144]

MARK THE POSITION of the beams under the floor boards by careful measurement.

DRILL PILOT HOLES through floor and partway into the beams. Countersink holes.

APPLY Masonite underlayment over the floor. Nail to beams via transferred lines.



POSITION TILES across the width and length of vestibule to get even borders.

APPLY THE ADHESIVE to a small floor section as shown. Use a serrated applicator.

EACH TILE is carefully placed next to the preceding one. White adhesive is used.

SPRUCE UP YOUR HOME

By Robert Kel

With New Lamps

Photo courtesy Westinghouse

USE A LONG ¼ in. drill to make a pilot hole through ceiling to attic.

UPDATE your lighting system and you'll receive a six-fold reward for your trouble! The bonus will range from new enjoyment, comfort and convenience to protection, safety and the latest in subtle lighting effects. Yes, re-doing your home lighting to include some of the attractive fixtures illustrated on these pages, can be a simple but rewarding task.

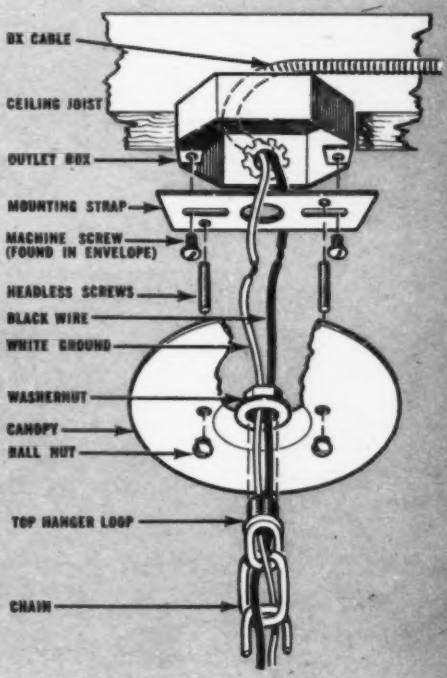
In new homes, practically all lighting fixture installation is handled by the electrical contractor. Conduit pipe and original wiring are installed just before the walls are completed. Open conduits are left in place for a "finishman" who wires in the lighting fixtures just prior to occupancy.

MAKE A "POCKET" CUT around pilot hole in floor of attic. Cut should be made to center line of beam on each side of hole.

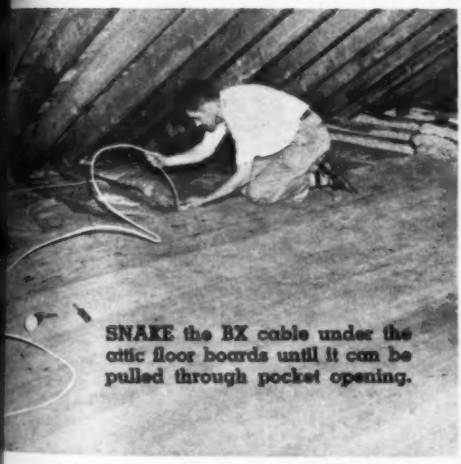
For the home craftsman planning to revamp his lighting facilities, a few precautions must be observed. *First, throw the switch on the fuse box so that no current flows into the house, particularly that circuit feeding the outlet you plan to convert.* While this is the safest manner in which to work, it may not be possible to cut off all current, in which case you can unscrew the fuses one at a time until the fixture or line no longer functions. A ten-watt lamp in a socket with two contact wires makes a good test lamp for double-checking the current.

Remove the bolts or nuts holding the old fixture and disconnect the wires. You'll find two wires, one black and one white, which should be soldered and connected to the similarly coded wires

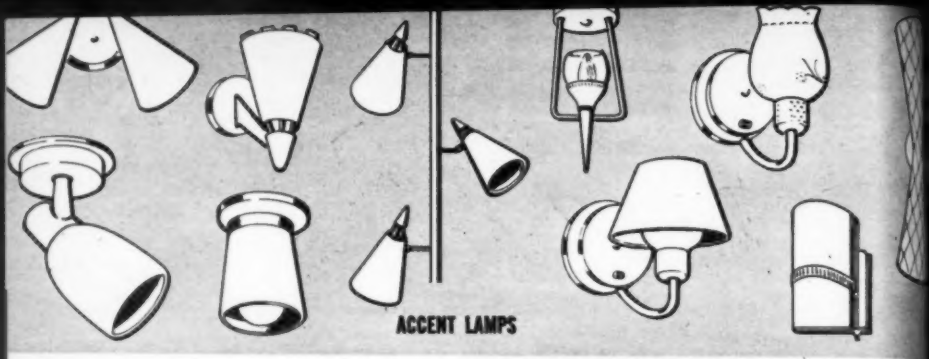
CONNECT BX to nearest live line (remove fuse first!). Use a junction box; solder connections, follow color coding.



Drawing from Thomas Industries, Moe Light Division



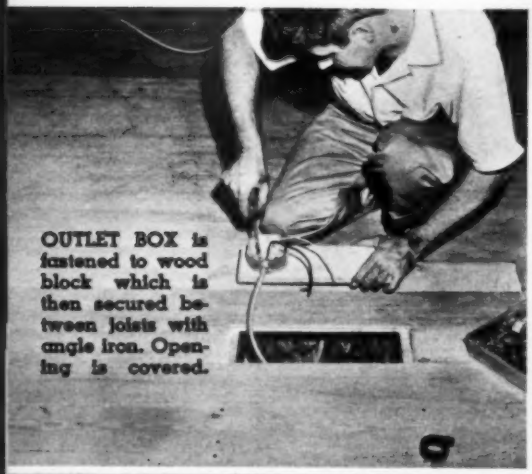
SNAKE the BX cable under the attic floor boards until it can be pulled through pocket opening.



on the new fixture. Practically all new fixtures now include an instruction sheet clearly showing the proper way to connect a new lamp. While the opening is exposed, examine all visible wires for fraying ends. These should be immediately repaired with tape.

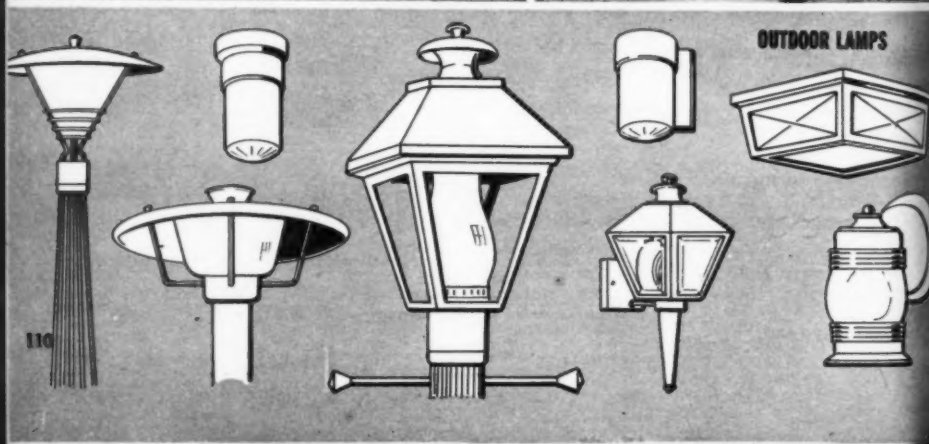
Once you have decided to install new

BX WIRE is then drawn through opening and mounting strap is secured.



OUTLET BOX is fastened to wood block which is then secured between joists with angle iron. Opening is covered.

FINAL STEP in wiring consists of soldering connections; tape carefully.

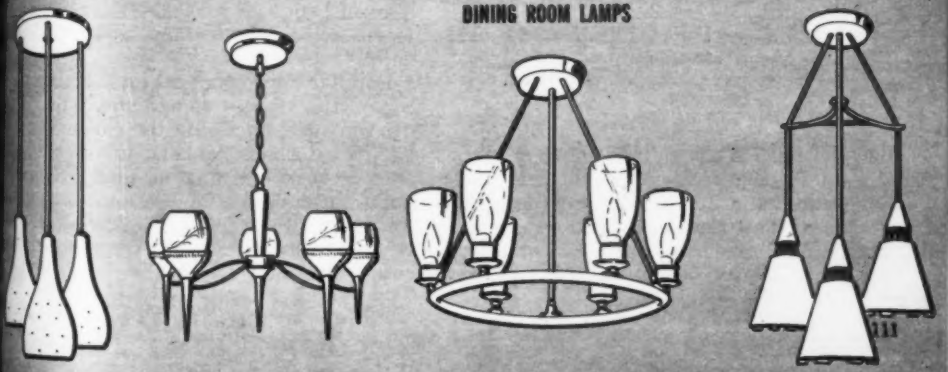


BEDROOM AND KITCHEN LAMPS

STALLING canopy
d the finished job in a
odern breakfast room.

or additional lighting fixtures, it may be well to make a quick review of your present circuitry. Several symptoms warn you when this attention is necessary. If fuses blow with annoying regularity; lights dim when an appliance is turned on; [*Continued on page* 140]

DINING ROOM LAMPS



NEED MORE ROOM ?

DORMER added to typical Cape Cod house (above) admits more light and air, creates a new bedroom or enlarges an existing one.

THERE'S a lot of talk going around about the high cost of buying and maintaining a home. The complaint of some of these down-in-the-mouths goes something like this: "Aw, what's the sense of buying one of these Cape Cod houses when you'll outgrow it as soon as the kids come along." Friend, it just ain't necessarily so.

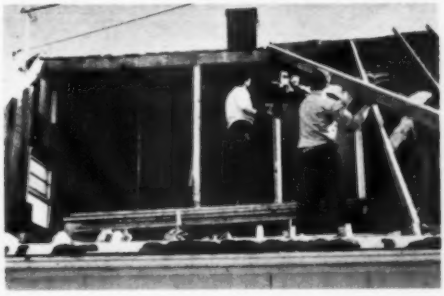
Fact is, an enterprising property owner can purchase a basic Cape Cod house and, with a little labor and ingenuity, transform it into a relatively spacious dwelling worth a good deal more than the initial purchase price. All kinds of alterations are possible and most of them can be done by the owner himself provided he takes the pains to learn some elementary construction details.

Popular improvements include squaring off the kitchen to add space, finishing the attic, enclosing the carport and adding a dormer. This latter enterprise adds a bedroom, den or study to the house at moderate cost. Depending on the size of the roof it is even possible to add a two-bedroom dormer with bath—virtually an entire apartment.

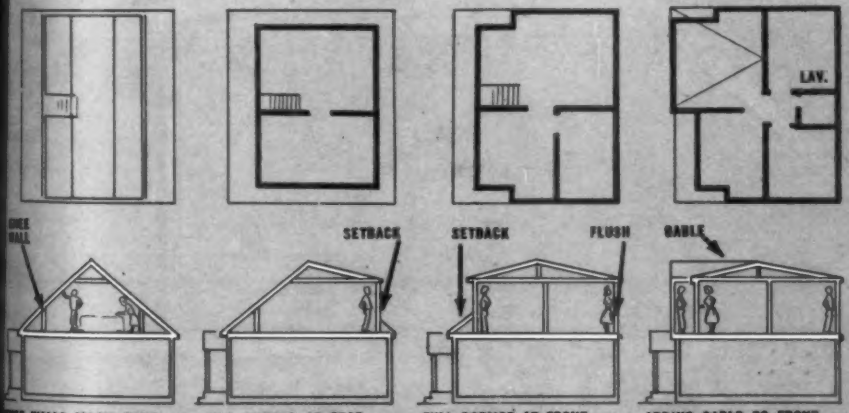
EASURE, MARK OFF AND CUT AWAY— ing a portable power saw—that section roof to be replaced by the new dormer.

ROOF SHEATHING is pried away from the rafters using 2x4's as levers. Keep a tarp handy to cover this area in case of rain.

WEDGE a length of 2x4 stock between the floor and the ridge piece to prevent any sagging of the temporarily weakened peak.



REMOVAL OF ROOF RAFTERS is the last dismantling step and opens the roof area so that dormer construction can proceed.



THREE WALLS ALLOW ONLY LONG, NARROW SPACE WITH WINDOW AT EACH END

FULL DORMER AT REAR ALLOWS TWO ROOMS WITH EXTRA WINDOWS FOR LIGHT

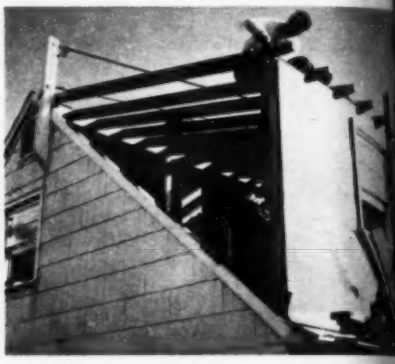
FULL DORMER AT FRONT AND REAR OF HOUSE ALLOWS THREE UPPER ROOMS

ADDING GABLE TO FRONT DORMER FURTHER INCREASES THE ATTIC LIVING AREA

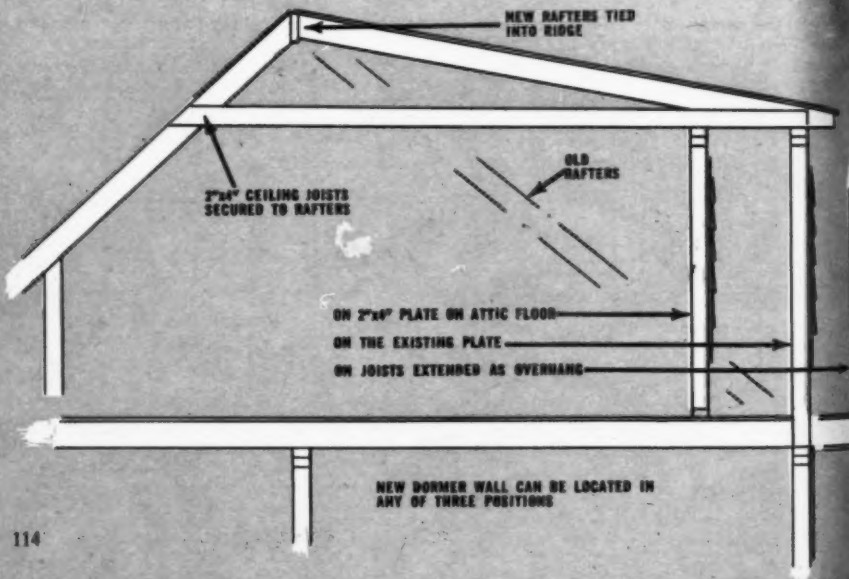
WINDOWED dormer face is framed on floor, then raised in place and nailed as cross-beam holds it. Use 2x4's for all framing.

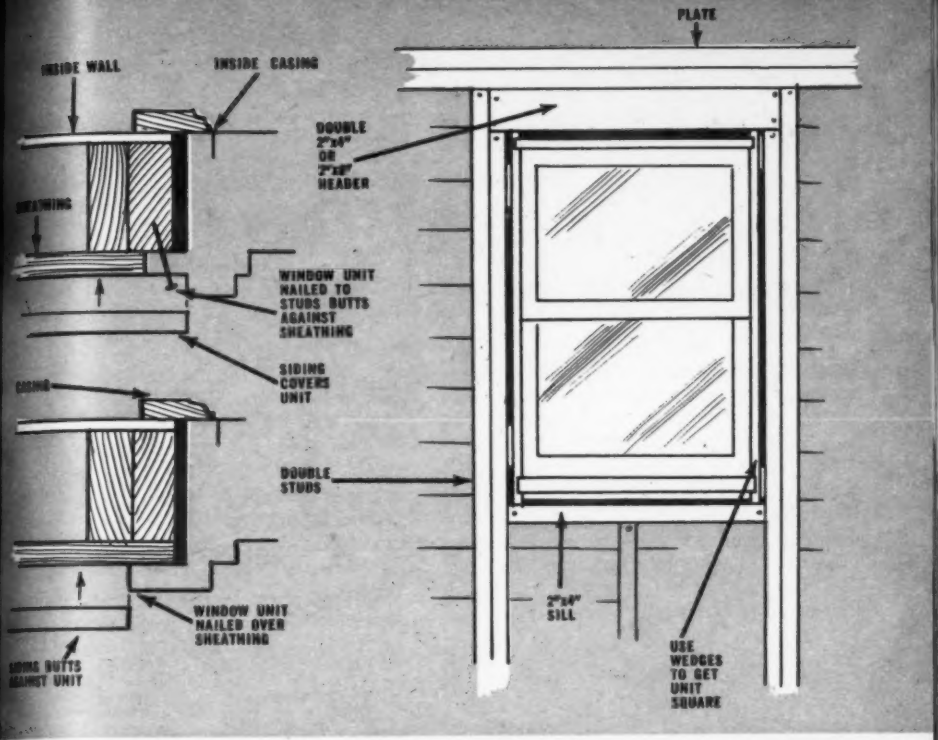
SHEATHING is nailed to the dormer fa as diagonal brace keeps framing squar Note double studs around window openin

DIAGONAL SHEATHING of side frames adds strength to walls and needs but a single saw cut to trim off excess stock at front.



NOW NAIL tar paper over the sheathing Toenail rafters flush to ridge piece an taper overhangs to lie flat on the plate





TONGUE-AND-GROOVE sheathing is nailed to the rafters as shown. Be sure to nail tar paper onto the roof before shingling.

GALVANIZED ROOFING NAILS are used to install the aluminum flashing all around the base of the dormer—front and sides.

The steps in building the dormer may appear complex to the uninitiated but actually many home owners have done this job alone—or with the help of a carpenter—in a day or two.

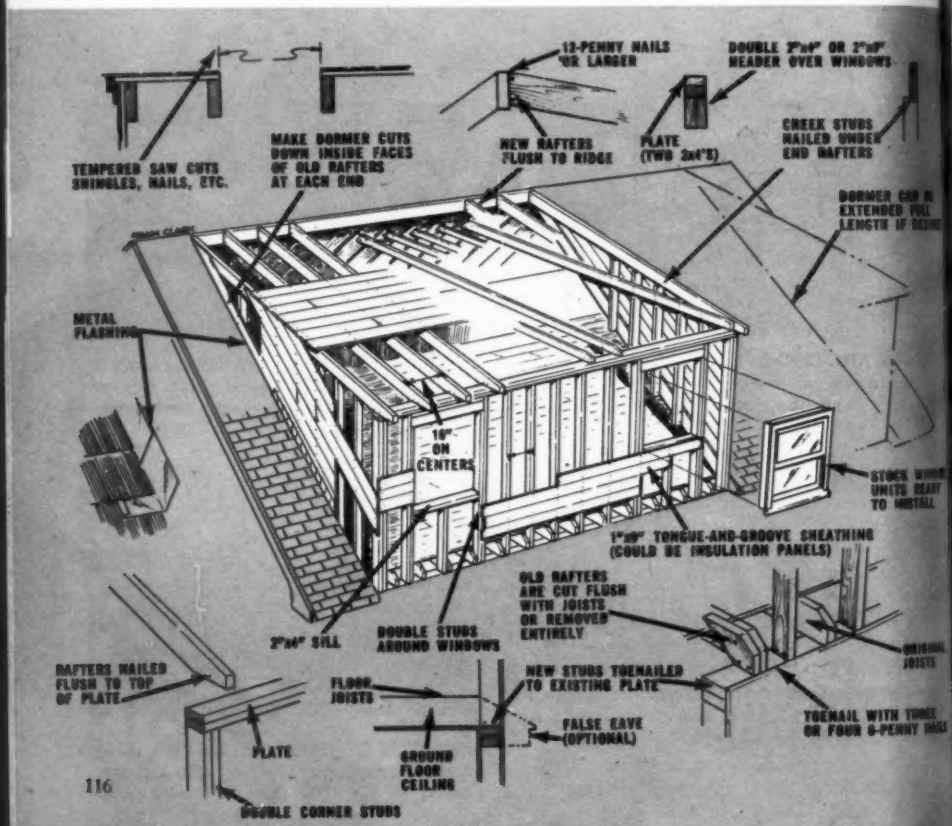
In this instance the job was done by a contractor, Herbert Richeimer of Levittown, Long Island, who has seen his business grow to substantial proportions by catering to the needs of home owners who want to improve and add space to their property. Under the Levittown type of construction an owner can wind up with a much better

"OPERATION DORMER" can be completed in less than two days. The last step consists of nailing on the roof shingles and siding.

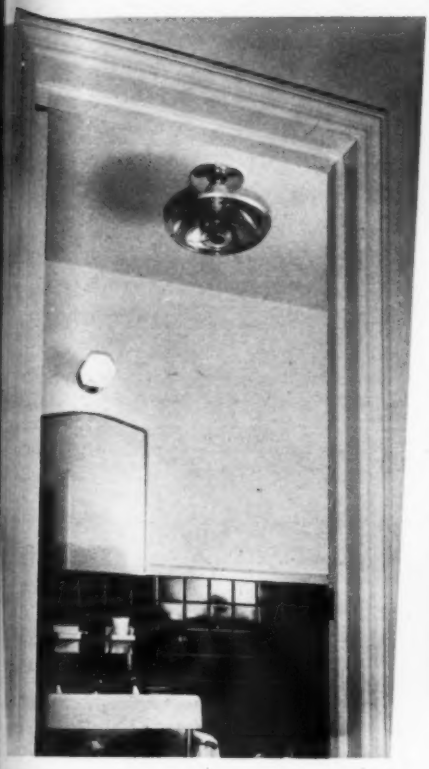
DORMER ROOM may be smaller than other rooms in the house; however, it can serve ideally as a spare bedroom, study or den.

GROWING FAMILIES can accommodate two of their latest Lilliputians in a dormer room of the size described in this article.

house than he could have afforded at the time of purchase. He can do it by making gradual but substantial improvements year by year. In this way the value of the house is maintained or increased without the necessity of laying out the large sums of money that would be needed if a number of renovation jobs were attempted all at once. The idea is to keep your house up year by year—and it's an idea that pays off in the long run. •



SPRUCE UP YOUR HOME



HEATER can replace ceiling light in any bathroom with adequate wall illumination.

BATHROOM HEATER

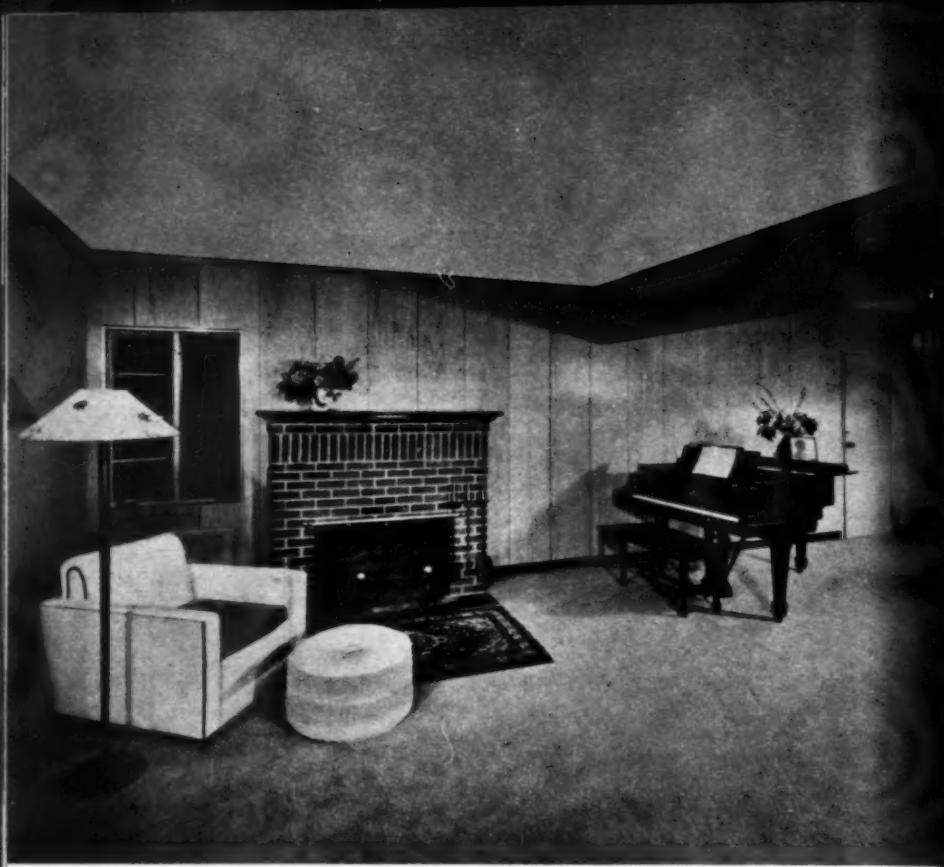
By John Michaels

IS your bathroom on the chilly side when you step out of the tub or shower? If so, a radiant ceiling-type electric heater, controlled by a wall switch is the answer. Entirely independent of the heating system, you can turn it on anytime and be assured of a toasty bathroom. This new unit, made by Nutone draws 1,000 watts, costs $18.95. •

SOLDER splices, insulate with friction tape, pack wires into junction box, then . . .

. . . SCREW ON the special plate with its threaded studs by which the unit is held.

TAKE CARE in attaching the heater to avoid disturbing the Fiberglas insulation.



SPRUCE UP YOUR HOME WITH

REAL WOOD PANELING

A "BEFORE" VIEW of the room showing the room-divider walls which were removed.

By Robert Brightman

BASEBOARD around the combined living room and dining room was ripped out.

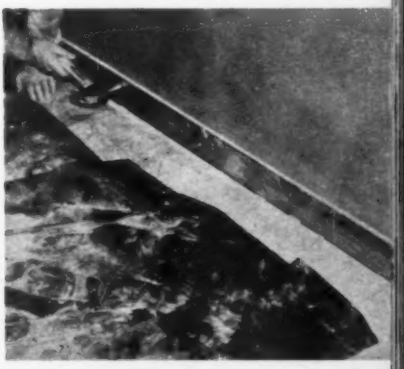
OLD TRIM around the doorway was also removed and replaced with modern oak molding.

REMOVING the room divider walls with the help of a Porter-Cable Multi-Saw. A messy job!

FLOOR AND WALL being filled in with scrap wood to bring them up to "grade."

PAINT and wall paper are fine for covering a wall but for something really special there's nothing like wood. The U. S. Plywood Co. has introduced a new series of easy-to-install plywood panels called Plankweld. They come in Philippine mahogany, birch, walnut, oak and Korina. Prices at your local lumber dealer range from about 60 to 85 cents per square foot. Each panel is 16 inches wide (plus a quarter-inch tongue) and is eight feet high. They are sold and packed ten panels to a container.

If you can use a saw and a hammer, you will have no trouble installing this elegant wall covering. They can be installed over any existing wall surface—masonry, plaster, or dry wall. If you are planning to install these panels on reasonably flat plaster or dry walls, furring is not even necessary. Furring strips are required only when the panels are to be mounted against an

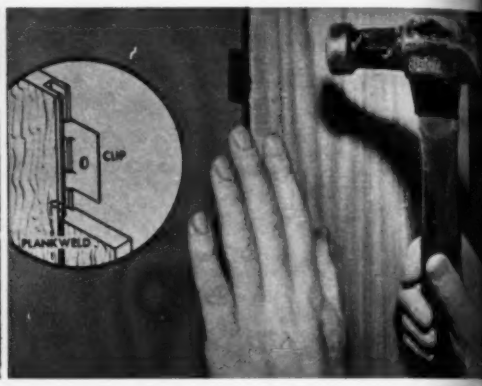


SINCE PANELS are eight feet high and walls are six inches higher, a false baseboard is installed all around the room. It will be covered up later with vinyl cove molding.

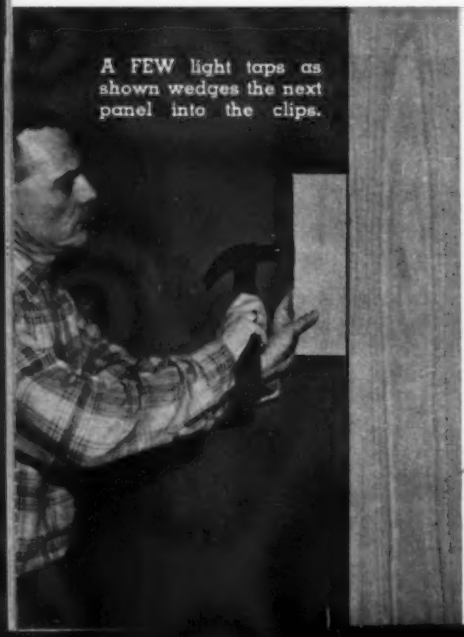
SPACE THE PANELS around the room for most pleasing pattern; number them on back.

THE FIRST PANEL should be scribed, and trimmed, to get a tight fit against the wall.

CHECK the first panel with a square, then use face nails at end near wall.



OPPOSITE side of panels is secured to wall with special clips and cement-coated nails.



A FEW light taps as shown wedges the next panel into the clips.

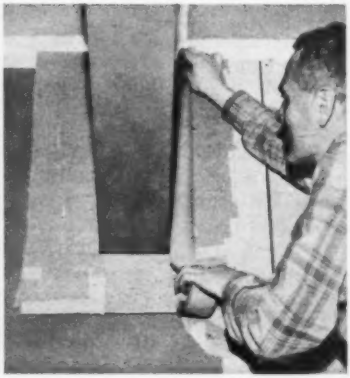
PANELING the are[illegible] around the door[illegible] Try for a good ma[illegible]

exterior masonry wall, in which case the back of the panel should be back-primed with Firzite.

Calculate the number of panels you will need by measuring the wall or walls you plan to cover. Make allowances for doors and windows and add ten per cent for waste and trim. Check with your local lumber dealer whether he will break a package for you in case you need just two or three extra panels. Some dealers do and some do not.

Having procured your panels, the next step is to remove all the furniture from the room. Then start to remove gingerbread trim such as picture molding, protruding window sills, baseboard and the cap

NOTE CUT-OUT at bottom of panel for electrical outlet.



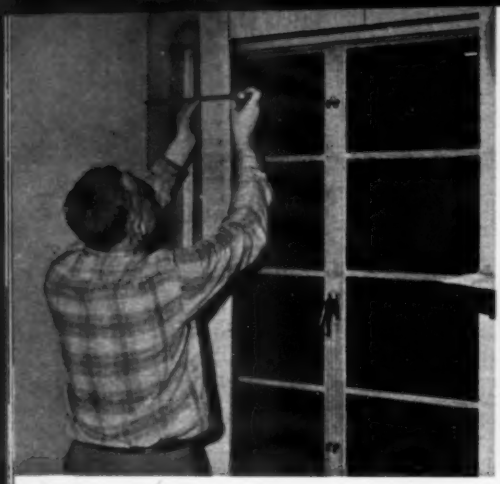
MAKING A TEMPLATE to fit a panel around a beam. Use tape.

TRANSFER the template to a panel as indicated.

YEP! It's a perfect fit.

TRYING a panel for the window opening.

WINDOW SILL was cut away for flush-fit effect.



GETTING A GOOD FIT for the last panel by transferring measurements to scrap piece.

THE END is in sight! Covering up the space between top and ceiling with two-inch trim.

molding generally found at the intersection between the ceiling and wall. Be cruel when you remove trim. You will then wind up with a much better looking job.

If your room measures more than eight feet high, don't worry—we'll tell you later how you can overcome this apparent headache. Stack all the panels around the room so that you can get some idea of their grain and color. Arrange them for the most pleasing sequence. Surprisingly enough, you will find that sometimes two or more panels will actually have a matching grain, even matching knotholes. This, of course, means that they have been cut from the same log. Keep switching the panels around until you have the best possible sequence and then number them on the back accordingly. Keep them in the room where they are going to be used for at least 48 hours so they will "fit" the existing humidity conditions.

Proceed to a [*Continued on page* 129]

GREEN KENTILE cove molding adds the finishing touch between bottom and floor.

THE FINAL STEP. Filling up visible casement nail holes with matching color Putty Stik.

SPRUCE UP YOUR HOME

With a NEW LOOK in the bathroom...

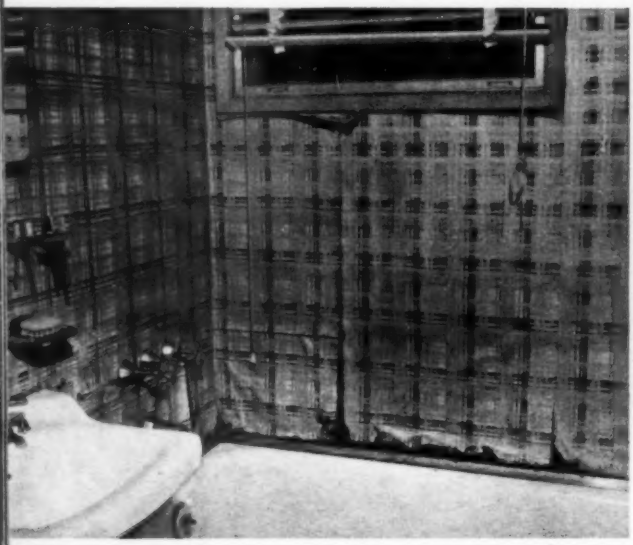
By J. Robert Connor

ONE of the best places to begin sprucing up your home is in the bathroom. Many times the builders of new houses put up a wallpaper that is not sufficiently moisture resistant and soon it begins to deteriorate and peel off the walls. The one sure-fire way to solve this problem is to install a plastic tile. That's what my wife and I did.

After much shopping around we decided on 4½x4½-inch Hako

Coronet Duke Plastic wall tile which is available from Hako Building Products Division, P.O. Box 128, Vails Gate, N.Y. The cost of this handsome, durable and easy-to-clean tile came to about 24 cents per square foot. The color we chose—one of 17 in the line—was blue smoke marble with a wisp of white.

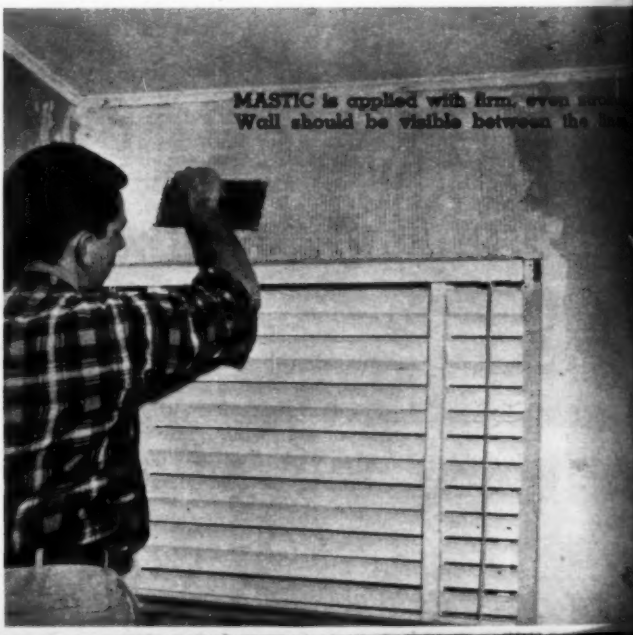
The amount of tile you need is determined by measuring the height and width of each wall and dividing each dimension by 4½ inches, treating the re-



PEELING wallpaper, especially along rim of tub, gave bathroom a shoddy appearance.

WALLPAPER is removed with a steaming machine or by soaking with warm water.

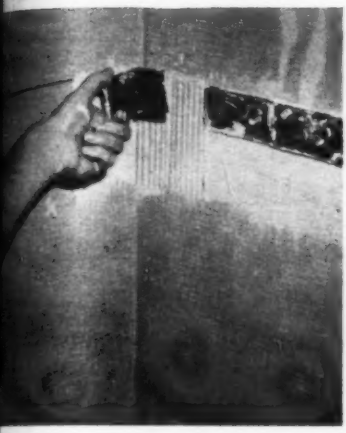
SPIRIT LEVEL is used to insure a straight starting line for the tile.



MASTIC is applied with firm, even strokes. Wall should be visible between the lines.

BULLNOSE CAP border is at top. Tile is installed by pressing firmly on all corners.

TILE for use around fixtures is cut with a coping saw. Measure it very carefully.



BULLNOSE inside corner pieces make work easier, impart professional look.

maining fractions as whole numbers. Now multiply length by width to get the number of tiles you will need for each wall. Remember to subtract the width of bullnose caps or other accessories such as half tiles or feature strips if you intend to use them.

The average tile installation is 48½ inches high. In the bath you can tile right up to the ceiling—as we did—or up as high as the nozzle of your wall shower fixture. We ran our tile across each end-wall of the tub 29½ inches before running it down to 54 inches and then around the rest of the room at this height. These measurements should all be carefully made—measure up from the floor to the height you plan to begin your tile—and then draw a line around the room, checking with the spirit level to be sure that the line is level. It is important to do this so that your tiles will line up on all walls.

First, remove the [*Continued on page* 150]

RECESSED fixture holes are penciled in, then cut with keyhole saw.

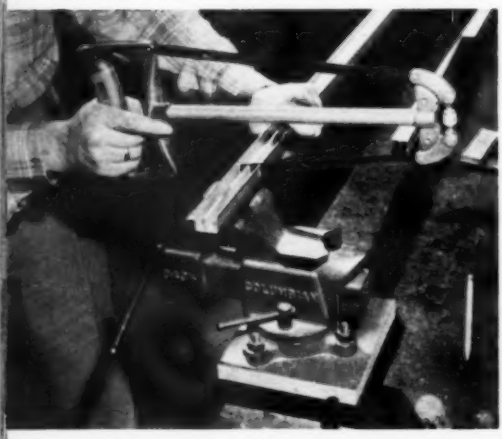
SOAP HOLDER—made by Hall-Mack—is held in place by backplate and screws.

SPRUCE UP YOUR HOME

DECORATIVE STORM WINDOWS

STORM windows to most folks are a necessary evil. You have to haul them down in the spring and shove them up again in the fall. As for being pretty or decorative—well! But they are a necessity, especially for keeping a bathroom warm in the winter.

However, a bathroom storm window made out of decorative Acrylite such as the one shown on these pages is no longer an eyesore. In fact, it will add a note of elegance to any bathroom. This material is available in a number of patterns—leaves, lacework, twigs, butterfly wings, all permanently imbedded between two sheets of plastic. It is made by Wasco Products, Inc., Bay State Road, Cambridge 38, Mass., and comes in two thicknesses: ⅛-inch and ¼-inch. The ⅛-inch material is adequate for bathroom storm windows when used (as shown) with aluminum reinforcing bars.



CUT CHANNELS with a hack saw, slightly oversize, so they can be snapped in place.

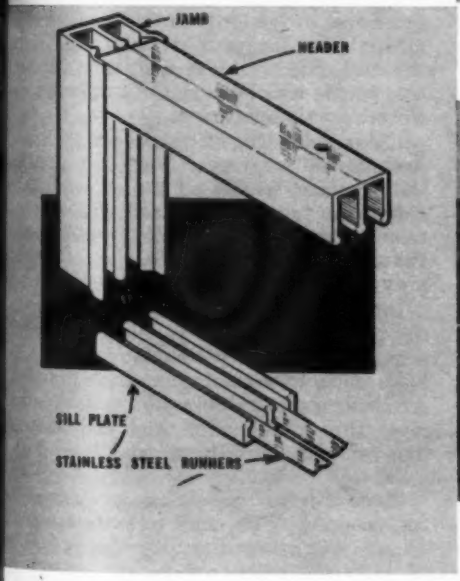
The first step is to measure the outside area of the window you want to protect. Measure the top, both sides and the bottom. Hie yourself over to any storm window store and tell the owner you want to buy aluminum track or channel to install your own storm win-

TO PREVENT plaster chipping, apply strip of masking tape to window sides and top.

DRILL screw passage holes in channels before installation; then drill pilot holes.

dows. These channels retail for about 50 cents per running foot, at which price he should also throw in a sufficient number of screws. You will need three types of channels. The jamb pieces (sides), the header (top) and the sill (bottom). The drawing plainly shows how each looks. Jambs and headers have pre-drilled holes but if they are at an inconvenient spot, such as too close to the end, drill new holes. Measure for the left-hand jamb, cut the channel to *slightly* oversize and mount it as shown in the photo- [*Continued on page* 148]

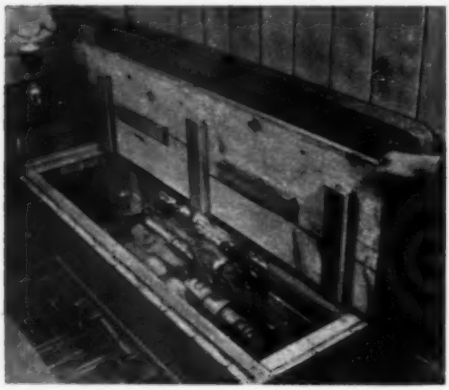
AFTER INSTALLING the two jambs, snap header in place between them.



CLEAR PLASTIC, or Acrylite for decorative effect, is cut to size on table saw.

The Green Dolphin

[*Continued from page* 105]



WHERE NECESSARY, benches should be so situated that they conceal protruding pipes, etc.

boat; from there to the ceiling it is installed vertically, which creates the illusion of greater space.

Due to basement humidity the paneling should become acclimated to the cellar for several days before being used. Stack the panels with separating sticks between each one to allow air to circulate around them. So stored they will be subject to minimum expansion and contraction after installation.

Sand each panel *with* the grain. Prime their backs as protection against moisture, then pre-stain them so that the tongue-and-groove joints will not show any raw wood should the paneling shrink slightly after installation. Aquamarine was the color stain used.

Installing the paneling. Begin with the lower horizontal paneling. Start at the lowest corner of the room by setting a panel on the floor and shimming it up until level. Using a scriber set for the distance between the bottom of the panel and the floor, scribe a line along the base and trim off the marked piece to conform with the floor. Continue around the room making sure the top of each piece is level.

Cut a slight chamfer on the butt ends of each piece to form a V-joint, blind-nailing each piece to the upright studs.

The 1x8-inch western pine valance across the back-bar storage cabinet is continued on an improvised frame along the right-hand side of the cabinet.

Wall benches and lamp stands. The built-in wall benches are fitted with hinged seat lids and the lamp stands have removable tops which enclose additional storage facilities. The units are framed with 2x2 and 2x3 stock which in turn is covered with paneling to match the walls.

Stairway details. The newel post resembles a lighthouse; the anchor and life preservers form the balusters and continue the nautical theme. The 4x4 clear white pine is ripped in half and grooved down the center of one piece to lead in the electric cable; the two halves are then glued together. To increase the thickness, a piece of ¾-inch clear white pine is glued to each of the four sides and the post planed down to form a tapered hexagon before bolting it to the last stud of the stringer.

The oval handrail is fashioned from a length of 2x3 lumber and fastened to the newel post and to the edge of the stairwell with angled brackets, then finished with two coats of spar varnish. The stairway is completed with the installation of the anchor and life preservers as shown in the drawings.

Paneling the girder. Wooden blocks are fitted and wedged into the sides of the steel girder. The facing material is nailed to these blocks: the sides first, then the bottom panels which are cut out to fit around the supporting columns.

Color blending knotty pine. Brush aquamarine stain over any light areas of the paneling, wiping off the excess with a soft cloth until the desired shade is attained. Apply a coat of clear shellac over the stain to act as a sealer, then a coat of gray stain and a final coat of shellac.

Installing ceiling tile. Install the ceiling tile after the wall paneling is up. An acoustical tile is recommended to help keep noise to a minimum. Easy-to-install Armstrong's Cushiontone ceiling tiles meet this qualification and can also be painted with an oil-base paint later if desired.

Since a ceiling rarely takes a course of full size tiles from wall to wall, compute

[*Continued on page* 152]

Wood Paneling

[*Continued from page* 122]

corner wall. You can work from left to right or right to left, it's really a matter of personal choice. A good idea is to start with an "easy" side, the one that has the least number of windows or doors. This way you will gain some experience in installation before tackling cutouts.

Okay, to begin. Let's assume you are working from right to left. If the intersection with the adjacent wall is not fairly plumb or square you will have to "scribe" the panel, as shown in the photo, to get a good fit. The right side of the first panel (we are assuming you are working from right to left) is face-nailed into place. Use brads about 1½ inches long. Check with a level to make sure the first panel is perpendicular to the floor. Now insert the special clips supplied with the package, as shown in the photograph. Insert a clip every 18 inches or so. Use rosin or cement-coated nails if you are driving into plaster. If you are hitting a stud, any kind of nail will do. As we mentioned before, furring is not necessary on sound, interior walls.

When you come to a door or window, carefully transfer the measurements to the panel before cutting. A good idea if you are in doubt is to cut a template out of the carton in which the Plankweld is packed. This way you will assure yourself of a good fit without ruining a panel.

Suppose your walls are more than eight feet high. If they are, you will have to install a false baseboard across the wall. This false baseboard should not be more than six inches high. For example, if your ceiling height is eight feet, four inches, install a three-inch baseboard along the wall. This baseboard can consist of scrap quarter-inch plywood. The Plankweld panels are then installed so that they are resting on this baseboard. This, of course, will leave a one-inch opening at the top. This opening can be similarly filled in with scrap quarter-inch plywood and then capped with a two-inch strip of leftover Plankweld.

Because of damage generated by over-enthusiastic housekeepers wielding vacuum cleaners, the baseboard at the bottom is treated a little differently. Install a vinyl cove molding, such as made by Kentile, to protect the paneling. Kentile comes in several colors. In this particular installation green was used with oak Plankweld, which made a very effective combination.

When you come to a switch plate or an electrical outlet it is best to cut the opening before installing the panel. A good way to transfer the opening to the panel is by taping a piece of carbon paper over the switch or outlet box. Install the panel temporarily and give it a good whack with your fist. Remove the panel and you will find the carbon paper has transferred the high spots of the opening to the back of the panel. Now cut out the opening and reinstall the panel. Tricky cutouts, such as around a beam or fireplace, are best done with a piece of cardboard and some masking tape as shown in the photograph.

The toughest job you will find is fitting the last panel into place. However, this can become a cinch if you *carefully* transfer measurements before cutting. Transfer these measurements as accurately as you can to the last panel. Check again, then cut. Chances are you will get a good fit!

Inasmuch as you cannot use clips on the left side of the last panel, you will have to secure this panel to the wall by means of brads, as you did with the right side of the first panel.

After adding the cove molding to the bottom and trim to the top, as shown in the photos, the last and final step (we don't mean the backward step to admire your work!) is to fill up the brad holes. The U. S. Plywood Co. has thoughtfully put out a product they call Putty Stik in several shades to match the various plywood products they sell. The most goshawful nail hole in a panel can be very successfully disguised by means of Putty Stik. Just rub it back and forth over the hole until it is filled. Then wipe off the surface with a clean dry rag. Now you can take that backward step to admire your work. •

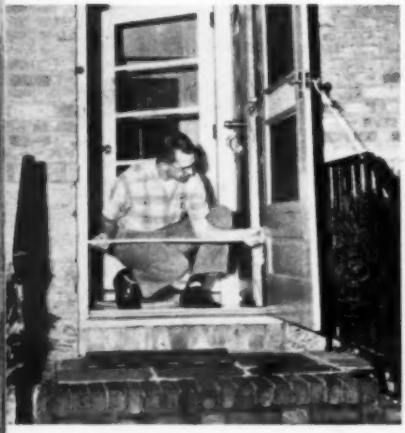
Plywood edges can be given various charred finishes by dressing them on a fine, rapidly rotating emery wheel.

SPRUCE UP YOUR HOME

WITH A NEW STORM AND SCREEN DOOR

By George M. Andrews

ARE you playing nursemaid to an old wooden sagging screen door? With a semi-annual struggle fitting and removing glass storm panels? You can rid yourself of this chore by means of a new combination screen and storm door that stores its own glass panels and screen. The Weather-Proof Co. of Litchfield, Illinois makes 'em. They are [*Continued on page* 149]



FIRST STEP is to determine the exact width and length of door. Note the old wooden one, right.

REMOVE the old door. No need to save hardware, you'll get complete set.

IF NEW DOOR frame must be trimmed, take equal amount from each side.

OOR AND FRAME, still pped together, are n installed in opening.

NEXT STEP is to screw the aluminum door frame to the casing of the house.

STEEL STRAPS holding frame and door as a unit are cut only after frame has been screwed to casing.

E MOMENT of truth. oor fits like a charm (as has no alternative!).

AFTER this gratifying moment, the next step is to install closing hardware.

TO REMOVE glass for cleaning, a spring on each side of the frame is pulled to the center . . .

. . . the glass is lowered as shown as far as it will go. At this point it can then be removed from door.

AN EXPANDER STRIP at the bottom of the door can be adjusted by loosening a bracket at each side of the door edge, makes for a weather-tight seal.

CAR CARE

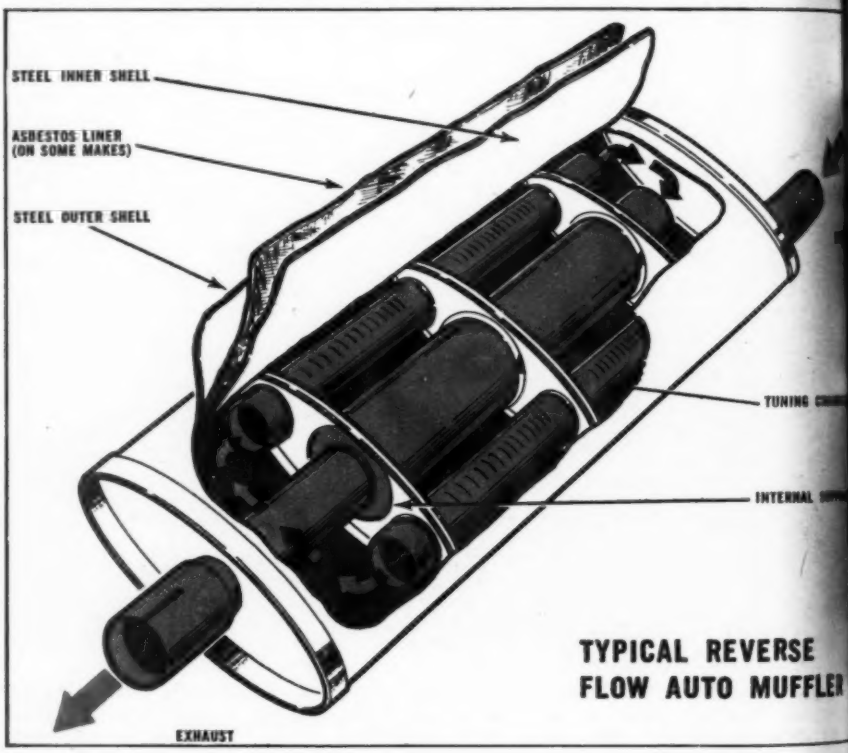
So you nee

Why does a taxicab's muffler last twice as long as your family car's? Expert Russell tells you.

By Frederick C. Russell
Member, Society of Automotive Engineers

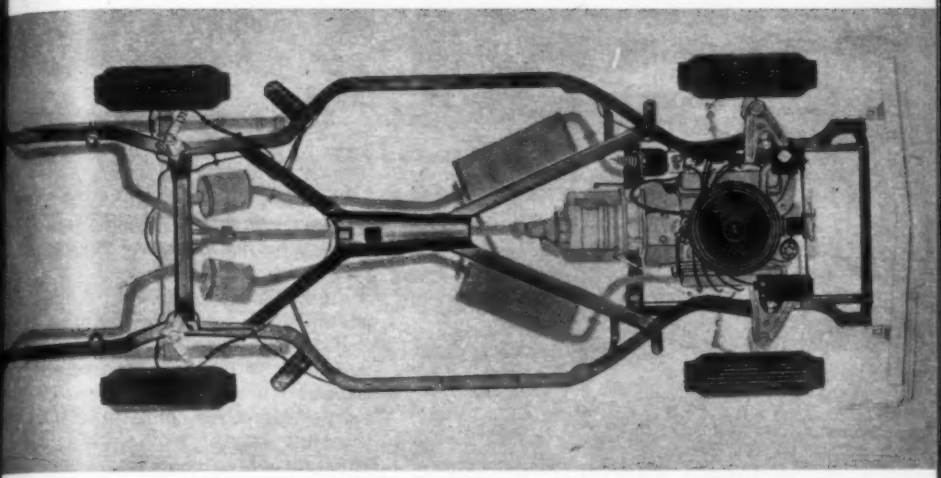
THE only reason for a muffler, of course, is to quiet exhaust noises. But a muffler can't be built to contend with noise alone; it has to meet the greater problem of corrosion brought about by exhaust condensate when the engine cools. This problem has increased with today's high-powered engines and the need for high-test gasoline additives. That exhaust pipe is hotter than ever and the condensation, which used to act something like ordinary vinegar, is now more equivalent to sulphuric acid. Thus, when it's time to re-place a muffler, it's common sense to find out what the engineers are offering in the way of corrosion antidotes.

Since cold-rolled steel mufflers can no longer stand up, one answer has been to use a corrosion-resistant coating on the steel. The Mo-Par mufflers used on Chrysler-built cars, for example, are now coated inside and out with zinc for added protection; Ford mufflers are aluminized; and Maremont mufflers are coated with an alloy of lead, aluminum

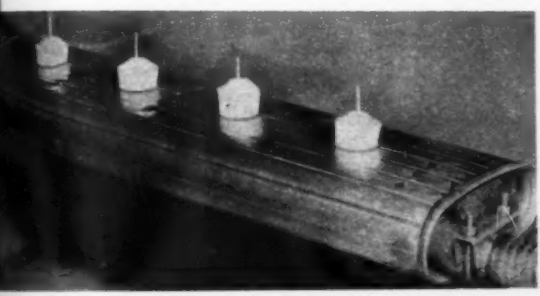


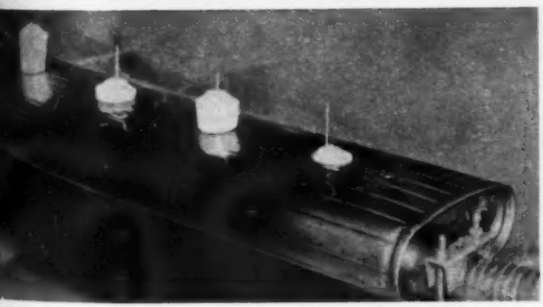
TYPICAL REVERSE FLOW AUTO MUFFLER

NEW muffler ...



TWIN EXHAUST SYSTEM, with two mufflers and two resonators, can be costly replacement.



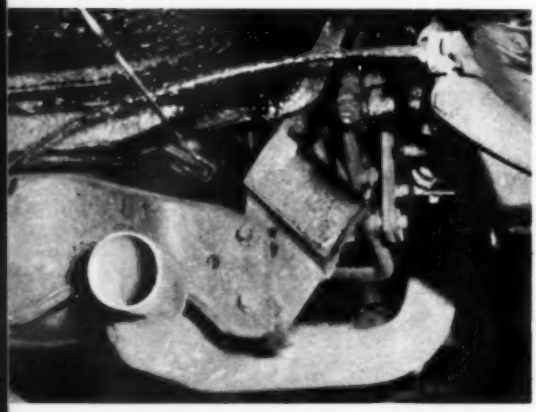


CANDLES melt unevenly on ordinary muffler, showing hot and cold spots. Even heat in Dri-Flo reduces condensation.

PENETRATING OIL loosens corroded muffler fastenings.

LONG SOCKET WRENCH will get into the tight spots when removing an old muffler.

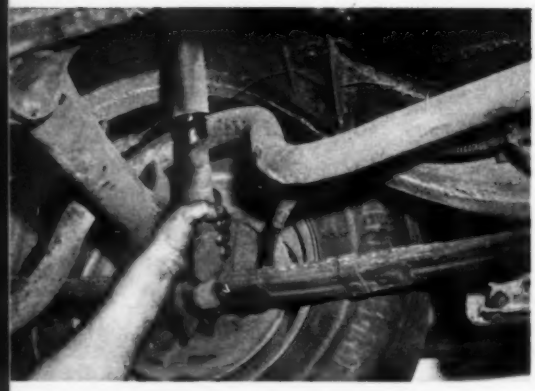
TUBING CUTTER is necessary to cut AMP F haust pipe just ahead of the old mu



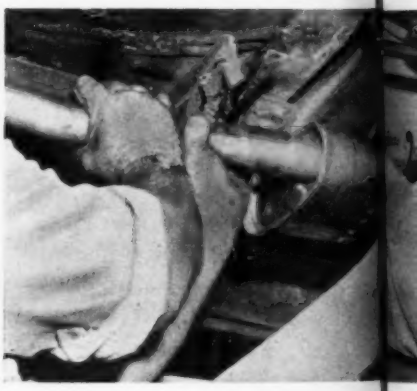
CLEAN CUT is made by the tubing cutter. Any burrs should be removed with a file.

cadmium and zinc to double the life Beside pectancy.

Because corrosion-producing c ness densation is a result of interaction rtenin tween heat and cold, the AP P haust Corporation has come up with an w wh teresting way of prolonging muffler k du (in addition to coating). Tests show e is p clog that mufflers had hot and cold sp eases something that can be demonstrated ust te standing candles on a conventio r ca muffler while the exhaust gases are uck ing fed through it. On the hotter ar ilure the candles melt faster. Therefore, place engineers designed the Dri-Flo mu t re so called because its uniform hea uch o practically eliminates condensa es a There are no cold chambers in wh m th acid-laden moisture can condense er gr remain to eat away the metal. ailin



ON SOME CARS the rear shock absorbers must be removed to get at the tail pipe.



TAIL PIPE is twisted onto the muffl T Flat muffler should be in position show me

ry to cu AMP BOLTS are only hand tightened
old mu muffler is set in its final position.

e the life Besides the corrosion problem, carelessness in driving also contributes to ucing shortening the life of a muffler. Many an eraction haust system receives its knockout AP Pow when the car is backed into a high with an nk during a turn-around. The tail muffler pe is pushed out of position and may ests show clogged with soft earth. This incold speeds back pressure and raises exnstrated hust temperatures. Also, with today's onventio cars, tail pipes are frequently ses are ruck when turning into driveways. otter are ilure to check shock absorbers or to erefore, place the original ones with the kind Flo mu t reduce rear-end sag accounts for rm heat ch of this damage. Then the muffler ndensat es a beating from stones tossed up s in wh m the road. Take it easy when going ndense er gravel. It's also a fact that even al. ailing spark [*Continued on page* 149]

muffle IT is necessary to insert tail pipe on
n show me cars but is good to use in any case.

SERVICE TIPS

from Detroit

To lift the front end of a '59 Dodge, place the jack saddles at the points where bumper is notched. The rear end is lifted in the same manner but with the saddles set at a 37-inch spread.

American Motors advises that to obtain optimum engine vacuum at engine idle, the timing must be checked, carburetor adjusted and valve clearance set to tune-up specifications. Also check for air leaks at all vacuum and hose connections, carburetor and intake manifolds.

When installing the Cool Pack Air Conditioner in the '59 Chevrolet it is recommended that the evaporator be located as far forward as possible to provide maximum front-seat leg room.

If you have to replace the 16-tooth speedometer pinion on your '58 or '59 Chrysler or Imperial (equipped with Auto-Pilot), it is recommended that a 20-tooth speedometer pinion Part No. 1636409 and speedometer pinion adapter Part No. 1972782 be installed.

Cadillac has added a small relief hole to the center of the front wheel hub grease retainer cap. This eliminates the possibility of a pressure build-up in the front hub assembly which can force the wheel bearing lubricant past the packing seal and onto the front brake linings.

Plymouth recommends that a mixture of 20 per cent by volume permanent type anti-freeze be maintained in all air-conditioned cars to prevent the freezing of the heater core coolant when the air-conditioning system is in operation.

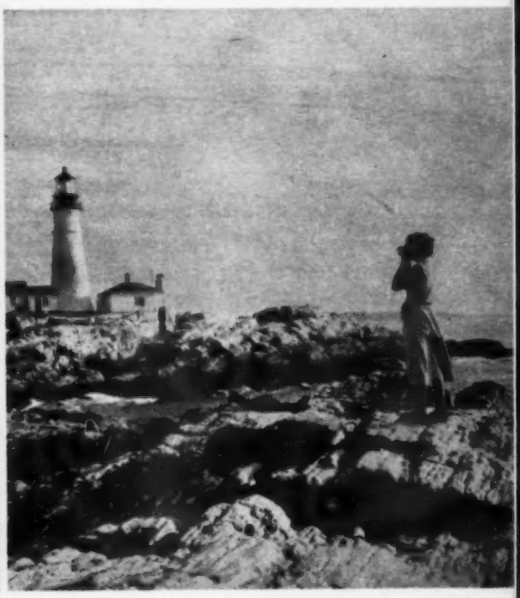
MONTHLY PHOTO CONTEST

1st Prize ($25) ..... INTO THE LIGH
By William Tremper, Hackensack, N. J., with a Speed Graphic on Royal Pan; f-16 at 1/200

[illegible] your prints [illegible] picture-taking [illegible] of each print. Wrap with [illegible] stiffeners, and [illegible] self-addressed stamps [illegible] or postage for return [illegible] photos. Prize-winning [illegible] are not returned [illegible] are MI Editors. Duplicate prizes awarded in case of [illegible] entries tie; Modern Illustrated, Photo Contest, 57 W. 66th St., N.Y.C. 36

$10 Award..BIG WHEEL Snapped with a Rollei on Plus-X Verichrome by Henry Adelson, Richmond Hill, N. Y. Lens stop: f-8; speed: 1/50th.

$10 Award .....LONESOME WHISTLER Super Hypan in a Hasselblad camera: f-11, 1/100th. By Jack Ackerman, La Salle, Mich.

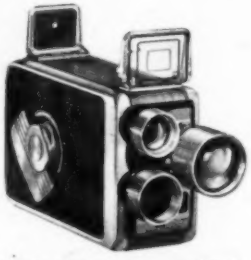


$10 Award .....VACATION RECORD Julian Belin, Albany, N.Y., used Super-XX film in a Rollei set for f-16 at 1/100th.

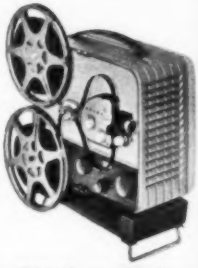
Now! Shoot perfectly exposed movies...an

Get *all* the action, *all* the color . . . with the Kodak Cine Scopemeter Camera, Turret *f*/1.9. $99.50

Enjoy action-packed movies at a budget price—with 8mm Brownie Movie Equipment!



Brownie Movie Camera, Turret *f*/1.9. Three-lens range at a 1-lens price. Twist the turret for normal, wide-angle, or telephoto shots—and more exciting movies! Fast *f*/1.9 lens system gets bright, clear movies even on dull days. Only $67.50, or as little as $7 down.



Brownie 500 Movie Projector gives you brilliant 4-foot-wide screenings from a distance of only 16 feet. Accepts 400-foot reels for uninterrupted half-hour shows. Shows reverse action, "stills." Easy to load, easy to run. Only $79.50 or as little as $8 down.

ies...and show them automatically!

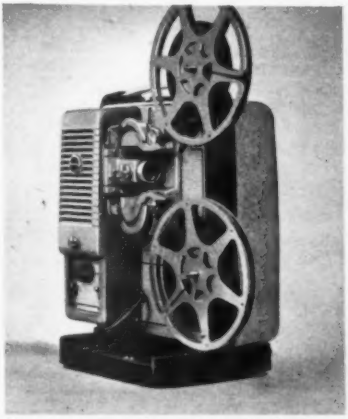
Kodak turret camera with built-in meter shows you when exposure setting is correct! New Kodak projector threads itself automatically . . . right onto the take-up reel!

Now you can make 8mm color movies and know they'll come out beautifully every time. Shoot in dazzling sunlight. In deep shadow. Even indoors. Yet you never have to guess at the right exposure setting. Here's how:

Aim the Kodak Cine Scopemeter Camera at your subject. Automatically, the built-in exposure meter measures the light. As the meter pointer moves, you see it move—right in your viewfinder. Just position the pointer by turning a knob and—presto—you've set the lens!

Move from sunlight to shade, and back again, changing your lens opening *while you shoot*. You never have to stop shooting to check exposure. For special effects such as sunsets you can set your lens independent of the meter reading.

And you can get three kinds of movie shots—normal, wide-angle, or telephoto—with just a flip of the turret. Other features include built-in Skylight and Type A filters . . . easy loading . . . fast *f*/1.9 lens system. All for only $99.50, or as little as $10 down at most dealers.



Show your movies automatically with the amazing new Kodak Cine Showtime Projector, Model A20. It threads itself from start to finish! Simply place your film leader at the top sprocket feed . . . the Showtime takes over from there. Threads right onto the take-up reel, starts your show automatically.

New high-lumen projection lamp provides brilliant screenings up to 5 feet wide. 400-foot reel capacity gives you uninterrupted half-hour shows. Price: only $137.50, or as little as $13.75 down at most dealers.

Ask your Kodak dealer to demonstrate this camera-projector team for you.

Prices are list and are subject to change without notice.

See Kodak's "The Ed Sullivan Show" and "The Adventures of Ozzie and Harriet"

EASTMAN KODAK COMPANY
Rochester 4, N. Y.

Kodak
TRADEMARK

WHAT'S NEW IN GLUE

New Weldwood Presto-Set Glue!

Just squeeze, spread, and *presto*—the job's done. No mess, no waste, no struggle to get the top off next time—that's the beauty of this handy new bottle with the self-cleaning top. Weldwood Presto-Set Glue sets fast, dries clear, and bonds wood, paper, cloth like magic. Keep an extra bottle in the kitchen.

New Weldwood Super Contact Cement

Now, install sink or counter tops, and wood paneling (without nails). Just one coat of new water-base Weldwood Super Contact Cement bonds wood, leather, decorative plastic laminates such as Micarta® permanently—*on contact*. No clamps, no presses. Nontoxic, won't burn, and is highly water resistant, yet washes off brushes and applicators with soap and water. Hundreds of other uses.

Every workshop needs

WELDWOOD® ADHESIVES

Plastic Resin Glue. The long-time woodworker's favorite.
Waterproof Resorcinol Glue. For lawn furniture, boats.

PRODUCTS OF UNITED STATES PLYWOOD CORPORATION

New Lamps

[*Continued from page* 111]

THE PROPER SIZE lamp in a room is determined by formula mentioned in the text

iron or toaster is slow in heating up; or you have a tangle of extension cords, that you have out-of-date wiring.

According to the Commonwealth Edison Company of Chicago, modern home wiring should start with a three-wire, 100-ampere service entrance. The 100-ampere capacity supplies power not only for general purpose circuits but also for the 240-volt lines that are needed for a range, clothes dryer, water heater and large air conditioners.

In most cases this will provide ample housepower for present electrical needs and, most important, allow some reserve for future additions. Enough branch circuits should be installed to distribute full housepower to all appliances, lights and other electrical equipment.

Since the installation of several lighting fixtures may possibly strain your electrical capacity to the limit, it is well to consider adding a *new* margin of safety. There are three kinds of circuits to consider in a home wiring plan.

(1) *General purpose circuits* which will serve lights throughout the house as well as convenience outlets outside the kitchen.

[*Continued on page* 150]

FORMER SERVICEMEN: TAKE A FRONT ROW SEAT IN THE NEW AGE OF SPACE

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If you have a technical skill, make the most of it, where the Age of Space is *now*—in the U.S. Air Force. You'll work with the latest equipment, learn the latest advances of your specialty. What's more, you'll hold down an *important*, responsible job, and you can look forward to a future that's guaranteed. But the time to act is now, while your skill is at peak value. See your local Air Force Recruiter, or mail the coupon.

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YOUR SAW IS
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Delta Homecraft
9" Tilting Arbor Circular Saw equipped
with Extension Wings and Steel Stand.
OWN THE FINEST
RIGHT FROM THE START
—AND AT A BIG
$21.00 Savings
(Slightly higher in the West)

W IS WORTH $21.00

WHEN YOU TRADE IT ON THE FAMOUS

DELTA 9" CIRCULAR SAW

Here's a once-in-a-lifetime opportunity to trade slow, old fashioned hand sawing for fast, easy, accurate cutting—and start your home workshop with the best!

You can get a liberal trade-in allowance for your old saw (*any kind, regardless of condition*) toward the purchase of a new Delta 9" Tilting Arbor Circular Saw.

You'll be proud to own this saw, with its New Advanced Design styling, clean lines and handsome mottled grey finish. And you'll like the ruggedness, built-in precision and safety features you get—the kind of quality you find only in Delta Industrial Tools. But, best of all, you'll enjoy the satisfaction of owning the finest of its kind—a power tool backed by over 30 years of engineering skill and experience. Why be satisfied with anything less?

Hurry—offer limited—see your Delta Dealer (he's listed under "TOOLS" in the Yellow Pages) or visit your leading Department, Hardware or Building Supply Store.

FREE! New Deltacraft Library Catalog

Lists titles and contents of every volume in the famous Deltacraft Library—one source for all the power tool information you'll want to have in your workshop. For your FREE copy, write: Rockwell Manufacturing Company, Delta Power Tool Division, 556K N. Lexington Ave., Pittsburgh 8, Pa.

DELTA POWER TOOLS

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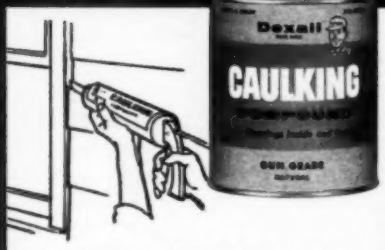
ROCKWELL

New Dexall
Brush Cleaner

- Cleans hardened paint brushes easily
- Cleans all types of bristles
- Nonflammable — re-usable

Snaps paint-hardened brushes back to life!

DESHLER PRODUCTS, INC.
Deshler, Ohio



Tough seal lasts for years!

New Dexall
Caulking Compound

- Caulks stucco, wood, concrete, brick, stone
- Permanently elastic
- Easy-to-use cartridges

At paint and hardware stores everywhere.

Crystal Vestibule Flo

[*Continued from page* 106]

TO MAKE AN ACCURATE template a trim, place a sheet of cardboard half-inch the trim, fill in with bits of adhesive

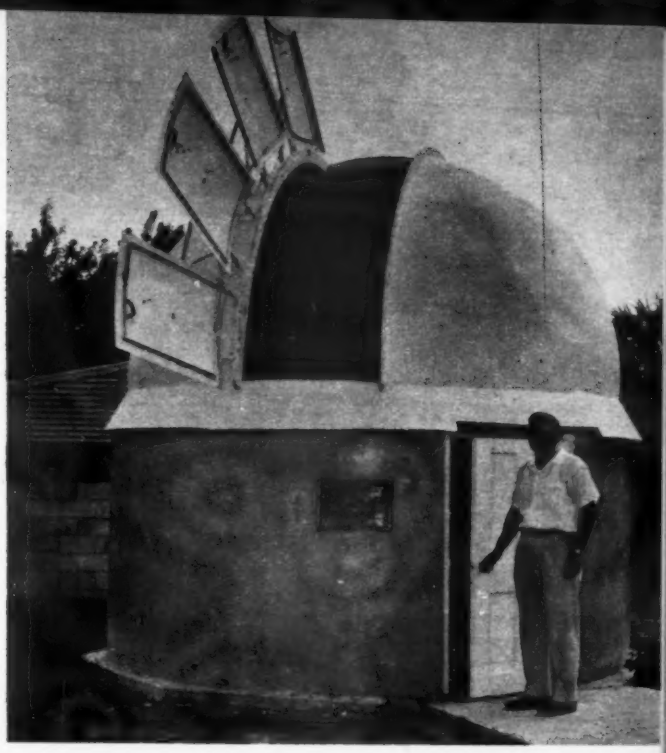
JOB IS FINISHED OFF with vinyl cove ing. This molding can be easily bent to side, outside corners. It is cemented in

vinyl tile with "gold" specks inter through a top transparent layer. If have never laid tile, the dressing up foyer or vestibule with this new tile give you valuable experience before ling a larger room.

The first step in laying any tile is remove the old baseboard and then curely nail down the floor boards to beams. To locate the beams drill a

[*Continued on page* 146]

The Amateur Telescope Maker's Page



A DOME OBSERVATORY

THE FRAMEWORK of the dome in place. The metal laths are being covered with first coat of Rubber Slate. Note pulley wheels and the track at the bottom of the photo.

HAVING a 12-inch reflecting telescope gave reader Bob Goetz of Longview, Texas, a good excuse for constructing an observatory. The first concern was the cost of the dome. A friend suggested the use of Rubber Slate, a trade product made of pulverized paper, tar and clay. It has the advantages of being waterproof and a good insulator. The fact that it weighs about six pounds per square foot and is one inch thick in the final layer necessitated the use of a very heavy framework.

The next decision was what size dome should it be? The length of the telescope tube is eight feet long and it balances five feet from the center. So, a 12-foot dome would have a foot of clearance between the end of the tube and dome.

The track was made out of 36 feet of 2½x⅜-inch steel stock. This bar was rolled to follow [*Continued on page* 170]

Crystal Vestibule Floor

[*Continued from page* 144]

of $\frac{1}{16}$-inch holes at random until you feel "pressure." Have an assistant check you from the cellar. After one beam is located, draw a pencil line parallel to the center line of that beam and measure out to the center lines of the adjoining beams.

To rid the floor of squeaks (the bane of every home owner), three-inch spiral, cement-coated nails were driven through the finished floor, the sub-floor and through the beams. The labor was well worth the effort for a squeak-free floor.

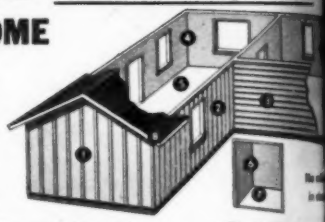
The next step is to apply a Masonite underlayment over the entire floor in order to insure a smooth, even surface for the tiles. This underlayment is also nailed down to the floor with cement-coated nails. The underlayment should be nailed along *all* edges, with a few extra nails into the beams for good measure.

Now remove some of the tiles from the carton and place them across the width and length of the vestibule or foyer to get an even border, left to right and top to bottom. Rarely will the tiles, which are nine inches square, fit exactly. Generally you will have to cut a series of tiles for borders which of course will be somewhat less than the full width of the tile.

Start in on one side and lay two or three of the smaller border tiles. (If you are doing a very large room, always start at the exact center of the room.) Each tile is carefully placed into position next to the preceding one. Not too much slide, please, as you don't want to get adhesive above the joints. Press each tile down firmly with a roller or with a cloth-covered brick. Excess adhesive can be removed with a damp cloth. However, once the adhesive has set or has started to become tacky you will have to use alcohol.

The decorative insert shown in one of the photographs is called a Sunburst. This as well as many other motifs, such as a top hat, a musical note, cocktail glass, etc., are available from most dealers selling floor tiles.—*Robert Brightman*

8 WAYS TO REDUCE COSTS AND INCREASE QUALITY IN BUILDING YOUR NEW HOME



For certain applications, the *lowest-cost materials* you can use are *the highest quality* products in their field. This is true of Homasote products—by their very nature and by their wide variety of sizes, forms and thicknesses. Here are some of the savings possible—compared with other standard building materials—on a 3-bedroom house with 1200 square feet of exterior wall surface...

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5 Homasote Sub-Flooring	34 to 40	34 to 40	34 to 40
6 Closet Walls	29 to 46	29 to 46	29 to 46
7 Closet Floors	11 to 14	11 to 14	11 to 14
8 Facia and Rake Molds	34 to 40	34 to 40	34 to 40
	$625 to $1712	$580 to $1668	$515 to $1603

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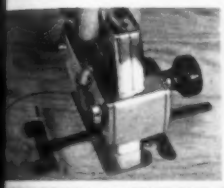

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Storm Windows

[*Continued from page* 127]

CLAMP the aluminum bar in place as shown. Drill and tap for ¼x8x32 flat head bolts

graphs. As for screws, use self-tapping sheet metal screws, ideal for any installation in plaster. In fact, these are what the pros use. To avoid chipping the plaster it's a good idea to apply some masking tape around the window frame. If your frame is of wood the tape is not required. However, if the wood is warped or if the plaster is uneven it's a good idea to cement a layer of felt between the channel and the wall in order to take care of irregularities.

To cut the header, measure the exact distance between the two jambs. Note that the jamb is shaped to accept the header. Cut the header slightly oversize so that it

[*Continued on page* 154]

USE ALUMINUM or brass bolts every six inches. Holes in plastic should clear bolts

Car Care

[*Continued from page* 135]

lug can shorten a muffler's life. Any unburned gas vapor reaching the exhaust system may be ignited by a subsequent charge of burning gas, causing an explosion. It's rough on a new muffler and usually fatal to an old one.

There are many different mufflers on the market, from the straight-through types, to those which give the exhaust gases more of a run-around. But the main point is to select a muffler for your particular make and model car; otherwise the penalty will be a performance loss. Having selected the right one, give it proper installation.

As for that question asked in the blurb at the beginning of this article: Do you know why a muffler on a taxicab will last twice as long as one on a passenger car? Here's why. Short trips to the station and for shopping do not allow the mufflers on ordinary passenger cars to become hot enough to expel corrosive acids. Taxicabs, on the other hand, are generally on the go and their mufflers consequently do become hot enough to vaporize the harmful acids and blow them out the tailpipe. •

Storm And Screen Door

[*Continued from page* 130]

called Wepco Aluminum Combination Doors and are sold through most building supply dealers and hardware stores.

They are made in more than 60 different sizes to fit door openings from 29¾ inches to 37¾ inches in width and from 77⅞ inches to 86 inches in height. About 90 per cent of existing doors will fit within these dimensions.

They are ingeniously designed so that even a dub can hang one of these doors with assurance it will fit perfectly. The secret is the fact that the door is pre-hung into the frame at the factory. Then the door and frame are strapped together with three steel bands so they form a rigid non-movable unit. A big red sign on the door warns the user not to cut the steel bands until the door frame is installed into the casing. Following these instructions, it is practically impossible to go wrong. The door is bound to open and swing freely after the frame is screwed to the casing. •

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New Lamps

[*Continued from page* 140]

(2) *Appliance circuits* which will feed convenience outlets in the kitchen, laundry and dining areas where portable appliances may be used.

(3) *Individual circuits* which will be needed for such major appliances as the electric range, dryer, water heater, etc. In addition, these individual circuits are recommended for room air-conditioners, furnace fans and workbench areas.

A good rule to follow is to have a convenience outlet for every 12 feet of wall.

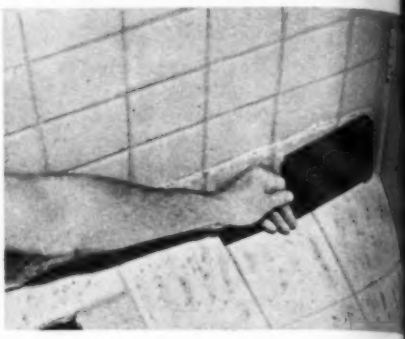
Now to the lighting fixtures themselves. You may want to consider incandescent lamps as opposed to the fluorescent variety. Incandescent lamps have made great strides in recent years through the use of color. The big difference now is that color is no longer painted on the outside of the bulb. Different colors are achieved by varying the types of gas inside the bulb and also by the application of a thin coat of a chemical powder to the inside of the glass shell. A great deal of work has been done with the plain old white bulbs. Even their shape has been varied and anti-glare coatings applied to their interior!

The basic selection of lighting fixtures has expanded from the 1920 choice between a hanging fixture or a table lamp. Now, there are recessed units built directly into the ceiling. There are "close-to-the-ceiling" fixtures which, while attached to the ceiling, hang from it. There are bullet-type accent lights which can hang from the ceiling or attach to vertical posts or walls. This variety concentrates light in one specific area. Then there are one, two and three-light pendants and clusters for special effects.

The Moe Light Co. offers this rule for determining the right fixture size: Length of room plus width, divided by two, multiplied by 1½, equals the fixture diameter. Suppose you have a room 16 feet by 12 feet. Thus, 16 plus 12 is 28, divided by two is 14. Multiply that figure by 1½ and you get 21. Therefore, 21 inches is the proper diameter of a lighting fixture for that room. This diameter can be varied one or two inches either way with satisfying results. •

New Look In Bathroom

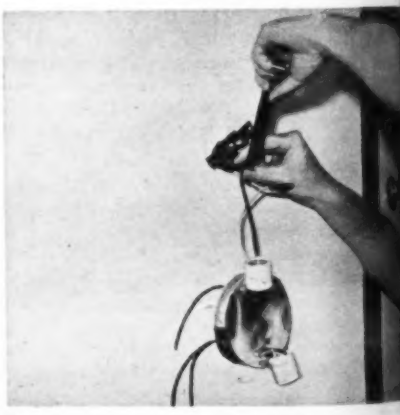
[*Continued from page* 125]



COVE BASE can be placed over the field of tile—as it is above—or be butted to field

wallpaper. A steam machine is recommended for this job. It can be rented for about four dollars a day. Clean and sand smooth the wall surface.

Begin tiling at the top of the wall that runs the length of your bathtub. Spread Milmark tile cleaner liberally over your hands to keep the mastic from sticking to your fingers. Now apply the Milmark tile cement to the wall and spread it with the serrated applicator (part of the Hako tile



MOE LIGHT gets friction tape around spliced wires. It has switch and appliance outlet.

installing kit) held at a 45° angle to the wall. Pull it down in long, even strokes to keep the grooves straight. The wall surface should be visible between lines of mastic.

Starting at the ceiling line—or at whatever height you plan to begin—install the corner pieces of the bullnose cap trim, then the straight pieces, cutting the last ones in each corner to fit and pressing them firmly in place. Give each piece an additional buttering with mastic to fill the deep back cavity.

Place the first tile in the approximate center of the wall so that the tiles at each end will have to be cut to about the same size. The tiles are snapped into place and pressed firmly and evenly at their corners —never in the center.

Tiling around the tub and sink calls for special care. Butter each tile with mastic before pressing in place to seal the wall against water seepage. Use your finger to calk around the rim of the tub, removing any excess mastic with tile cleaner.

The full tile inside corners are also buttered on the back and then put into place. They cover any imperfect fits that you may have made on the corner tiles.

Using the coping saw that comes with the Hako installation kit, cut the pieces of tile that fit around the fixtures. Calk the bathtub and shower fixture holes to keep water from getting behind the tiles.

Clean each wall section the same day it has been tiled. Otherwise, it will be more difficult when the mastic has set. Let the tile cleaner soak into the cement for about a half hour to simplify the cleaning process. Tile cleaner gives a clean, lustrous look to the tile and helps protect the finish.

Finally, install the cove base. This can be butted to the tile field or installed over it. Install the inside corner pieces of the cove base first.

Tiling your bathroom is not a difficult project. It requires only careful preparation and attention to details. Don't be afraid to rip out a row of tiles that you may have installed incorrectly—you can use them again. •

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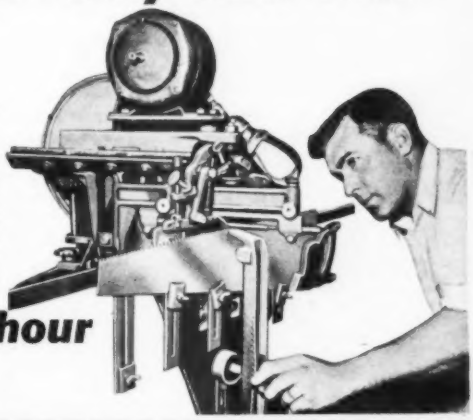

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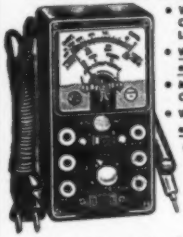

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The Green Dolphin

[*Continued from page* 128]

the odd length and cut the necessary border tiles accordingly. Make sure center lines are exact so border tiles will be of equal widths.

Wash your hands before handling the tiles. Do not commence work until the tiles have attained room temperature. During installation work from several cartons so that adjustments can be made in case of color variation among the tiles. Tiles can be cut, finished-side-up, with a fine-tooth saw. By carefully following the installation instructions that come with the tiles, work should proceed rapidly.

Installing the floor tile. Armstrong's Excelon floor tile is recommended because of the long-wearing qualities of its vinyl asbestos composition, which is also easier to keep clean. The colors selected were turquoise for the field tiles and gray for the border tiles. In the center of the floor a compass design, cut from the same tile, may be installed. As with the ceiling tile, install the floor tile according to the directions that accompany it.

Covering lally columns. Each lally column is covered with ½-inch manila rope. Coil the rope tightly at the base of the column. After a few turns drive a finishing nail from the top through the coils to secure the starting end and repeat this at one-foot intervals thereafter until the lally is covered. The free end of the rope is secured by toenailing it to the enclosure.

Installing the trim. Paint the moldings, then cut to fit and nail in place. For the base a clam shell design in western pine molding was used. The inside corners are coped, the outside corners mitered. The base molding is installed next and covers the joint between wall and floor.

Ceiling molding was fashioned from scraps of paneling rip-sawed along both edges at a 45° angle. Nail it over the joint between the top edge of the wall paneling and the edge of the ceiling tiles. Recess all nail heads with a nailset and fill the nail holes with putty tinted to match the finish.

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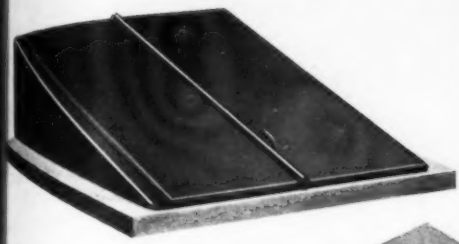

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Storm Windows

[*Continued from page* 148]

will snap into place.

The sill plate should also be cut slight oversize so that it too will snap into pla *The sill channel is not screwed down.* No that it has stainless steel runners to min mize friction. Aluminum to aluminum w bind; hence, the use of the stainless st insert.

After the header, jambs and two sid have been installed you can start cutti the plastic to make the actual storm wi dows. The plastic can be cut on a circul saw with any type of blade. Feed it slow to avoid overheating. Cut the plastic that you will have two slightly overla ping frames as shown in the lead phot Reinforce each panel with ¾ x ⅛-inc aluminum bar stock. A quarter-inch 8-2 flat head bolt inserted every six inches so will insure a rigid panel. The alumin bar should be drilled and tapped to acce the flat head bolts, while the plastic shou be drilled with holes large enough to pa the bolts freely without binding. Clip saw the bolts off if they project through th aluminum bar and then sand down for smooth surface.

Clear plastic panels in large sizes a made by the Southern Plastics Compan 408 Pendleton Street, Columbia, S. C Rohm & Haas Co., 224 W. Washington S Philadelphia 5, Pa. Bakelite Co., 30 E. St., New York 17, N. Y., Eastman Kod and DuPont. Plastic, decorative or pla may be purchased or ordered through a local store dealing with plastics. Lo them up under 'Plastics' in your classifi telephone directory.

You'll find these storm windows so a tractive you'll even want to keep them u during the summer months!—*R.B.*

FUTURA

Scaled after the famous Lincoln Futura, this model has a electric motor, lights, indicator and plastic canopy. For full-scale plans send 50 cents to MECHANIX ILLUSTRATED, Fawcett Bldg., Greenwich, Conn. Specify Plan M-257, Futura.

[*Continued from page* 64]

ubterfuge we used to get. Perhaps this due to the straightforward attitude of ord's Chief Engineer, Hans Matthias, and e Executive Engineer, Dr. Don Frey. nyway, when I asked one of their asstants, "What do you really think of is quadruple headlight set-up?" he anwered, without batting an eye, "They're al lousy and we'll be only too glad when tyling takes them back because they ever were anything but a styling innovaon in the first place."

To test the Falcon I made many runs on ord's Dearborn test track. In one series of uns around a tightening circle, about 80 ards in diameter, we actually staged an mpromptu race between a regular '59 ord and the Falcon. I drove the Falcon d the big Ford was supposed to tail me. he Falcon gained speed and cut the corers like a power lawn-edger. It kept going round and around, faster and faster, until e '59 Ford was running on its sidewalls to the point of roll-over. The Falcon kept digging in, at the same time pulling steadily away from the Ford, and it did it on cornering ability alone as the big Ford on the straightaway could devour this Falcon.

My test car was equipped with an automatic transmission, which proved quite a handicap, performance-wise. Zero to 60 mph averaged 21.7 seconds which, as you know, is not world-shaking but pretty typical of small imported sedans. When I got a look at some engineering charts they showed that with a stick shift the Ford boys averaged 17.4 seconds for 0-60, which is a solid four seconds faster than with the automatic twirler. As undoubtedly most of you know, all automatic transmissions sop up horsepower and the smaller the engine the deeper an automatic will cut into the car's getaway performance. With bigger engines—meaning those in the neighborhood of 400 cubic inches—the dif-

[*Continued on next page*]

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ference for 0-60 mph between a stick and an automatic transmission is only fr tional, as you have so much extra tor working for you. In fact, unless the sto shifter is fairly expert, he can often beaten by an automatic transmission. T is not the case with the small engines. T speed is a shade over 85 mph.

What about the Falcon as an "econo car? I was told that in hard tests these e have averaged between 23-25 miles p gallon. For the ordinary American, the d ference between a car giving 16 miles p gallon against one getting 18-19 m wouldn't pay for the martinis at the e of a long run. Gasoline economy does really begin to mean much until the fig is almost double that of another car. other words, 28-30 mpg can mean a when compared to a car getting 15.

The economy pitch pertaining to Falcon comes in its purchase price. I w told by the Ford men that you will be ab to buy a Falcon in any of the major cit for under $2,000, delivered. This pri could give Ford models that sell for $3 and up some real competition.

After my Falcon test I joined an op discussion with some of the Ford brass to just what role in the company the Fa con might be playing five or six years fro now. When I asked these men if th thought there was a chance that the Falc might be outselling the regular Ford 1965, opinions ranged from "Yes" to don't know" to a few definite "No!" a swers. After talking with these men, w included several division heads, I ca away with the impression (with which agree wholeheartedly) that the majori of American buyers—meaning at least per cent—want big cars and that perha 20 per cent really want small ones. T typical American one-car-owning fam wants a rig not only for general everyd use but one that can carry the water ski picnic boxes and a variety of luggage a two-week vacation every year. In Euro things are different. Two hundred miles a long trip on the Continent and ma Europeans can carry their vacation wa robe in a lunchbox. Over here, 200 miles hardly a morning's warmup and a fami needs a big car just to handle the neces ties for a trip.

In summing up, the Falcon looks like

al, honest value to me and it should ap-
al strongly to a lot of buyers. It has a
ft yet excellent ride. It corners well. It's
ot too big and it's not too small. Before
ying any small-type car, give the Falcon
hard look. It's well engineered. At this
riting it comes only in a two-door or a
ur-door sedan version. However, a sta-
n wagon is promised by the first of the
ear. A final attractive feature I should
ention is that the available accessories
re limited in number. List automatic
ransmission, tinted glass, padded safety
ackage, radio and heater and you've run
hrough them all—which should be good
rotection against the dealers who like to
oad every buyer with accessories ranging
rom roulette wheels to a year's supply of
en-Sen. •

The Vespa 400

[*Continued from page* 92]

unately, being somewhat on the out-size, he door cuts uncomfortably into my left rm and I had to drive the car at a slight ilt. Mind you, this is a complaint that nore than one guy out of a million will ave. Even semi-broad Jim McMichael ound it comfortable but my 53-in. chest ize allows very little room for compres-ion.

Another fault this car had, in my opin-on, was the sliding window arrangement. I feel it would have been a lot better if the ermanent, non-sliding part was at the ront end of the window frame instead of n the back. As it is, it would take a Siam-ese dancer to get his hand out the window. I've never liked sliding windows of any ypes since the days of the Crosley but in a low-priced bucket they seem to be a must, as cranking mechanisms and win-dow channels cost dough. In fact, if I owned one of these cars (and, with this one reservation, I'd like to), my first trip would be to visit a good body man to have him rework this comfort-barrier, even if it meant going to a side curtain. But, as we said, good windows aren't the mark of a low-priced car and as this job delivers in New York for just a goat hair over $1,000, you can't expect to get a year's supply of Corona-Coronas with it.

The power plant of this little seedling is

[*Continued on next page*]

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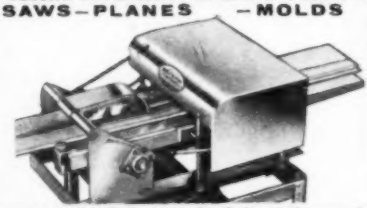

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a great two-cyclinder, two-cycle engine displacing 24 cubic inches. That's just about equal to the watch pocket on a pair of size 32 trousers. In fact, the ashtray on an Imperial displaces more. Like all current two-cycle automobile engines, oil is added to the fuel, as in outboard motor practice and the lubrication on the three-cylinder DKW and Swedish Saab—only in the case of the Vespa it is simpler to do.

There is a transparent oil reservoir right alongside the engine. A dial on the oil reservoir allows you to dial the correct amount of oil to be pumped in with the gas when you fill your gas tank. You can set the dial quicker than you can tell about it and the reservoir has a little crank that works the pump that delivers the exact amount needed for the mixture. I realize this sounds complicated but, believe me, it's a lot easier to do than oiling any other two-cycle engine I know about.

Once on the road with the Vespa 400 you begin to experience a thrill unknown in driving for a good many years, unless you happen to be the owner of an expensive, well-designed sports car. When I tell you that a guy as car-jaded as myself can get a boot out of driving this rig 50 mph over winding country lanes, some of your old readers will get what I mean. Here is a car with wheels slightly larger than a telephone dial that will give you just as much fun and kicks out of driving at 50 mph as you'd get out of tooling a Ferrari at 150 mph.

This is a split-axle, air-cooled, rear-engine job but due to the light overall weight (850 pounds, minus driver), there are none of the tricky cornering characteristics often found in rear-engined buckets. I found that you could slide this fugitive from a Dodgem bowl around a corner or through a quick bend the way you'd slide a Ferrari or Mercedes 300SL.

In fact, though the spectators would die from sheer boredom, a group of dedicated auto nuts with these Vespas would have more fun than the boys at LeMans have had in ten years. Thirty miles an hour in the Vespa 400 over a twisty road has all the sensations of going 100 mph. And 60 mph (the Vespa's just-about-top) makes you feel like Donald Campbell attempting to crack the World Land Speed Record. Here's a car with which you could almost

hold a road race in New York's Central Park and not get arrested because you wouldn't be breaking any speed limits. In many parts of the back country, four or five of these could be raced and if the drivers were clever enough not to drive in a way that might be called reckless, they could tell the cops to go to hell, they were just passing a slower car for kicks.

This job steers with the alertness of a Grand Prix car and if you have the imagination of a retarded turtle you'll get just as much fun out of racing this item as the boys at Bridgehampton. If you do miscalculate a bit, your chances of doing serious damage are about the same as Barney Baruch's getting drafted. But bear in mind, some guys could get killed cleaning a pipe or chewing a lima bean. You could get killed in a Vespa but, in my book, you'd sure have to work at it—unless a big dog stepped on you.

My test car, or I should say cars, were supplied by Joe Ferguson, for many years an import buff and now doing business as the distributor of the Vespa in Flushing, Long Island. Joe and his wife, Hank, drove the Vespas out to our tax dodge in Pennsylvania. At the time there were only five Vespa 400s in the United States, which meant we had 40 per cent of the supply. Just about everyone who lives near me wanted a crack at these cars and, believe me, we had more non-owner drivers on the road than Hertz had during the same period. A handful of kids and perhaps a dozen adult neighbors borrowed them for drives and try-outs. All seemed to be immensely impressed, and more than half wanted to buy our test numbers.

This poor man's Gallup Poll proved one thing to me: everyone thought the Vespa was a real ball to drive. One friend who owns a Volkswagen is going to buy a Vespa for his second car! Now there's a switch. I never thought I'd see the day when a VW owner would buy a small car to have fun in. However, that's the ball of wax the Italians are sending us from France.

In summing up, this car has a fantastic ride. Over some real hard bumps and dips that toss my big American cars around, this little marble, instead of hitting the tops of the ruts, went in and out like a cork in a fast-flowing river. The ride, though

[*Continued on next page*]

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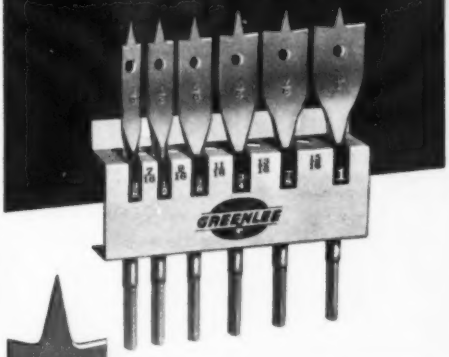

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soft as a month-old cantaloupe, was as accurate as you could hope for. On several very long, steep grades, the small engine had its little heart pumping like a trip hammer and wheezed to the top in second gear. On one extreme 28 per cent grade I had to double-clutch her into first in order to get over. I believe this job would climb any hill in America, regardless of pitch, but it won't do it very fast.

In our several hundred miles of driving, our gas consumption averaged [illegible] mpg! Zero-60 mph took a rock-busting [illegible] seconds and at 62 mph a little Italian jumped up on the cowl, waved a red [illegible] and screamed, "That's it!" Zero-30 mph took nine seconds flat and 0-50 mph required 26.9 seconds. As you can see, it isn't startling but it *was* fun. If you're looking for transportation for two, or a car to take to the station, or a car to putter around the suburbs where speed is of great importance, then this might be just the dish you've been waiting for. Unless you're built like a Conestoga wagon, you find it extremely comfortable. With a price tag of $1,080, I don't know where you can beat it. •

Bow And Arrow Hunting

[*Continued from page* 70]

fairly and cleanly killed. No wonder many Indian tribes used this feat to separate the men from the boys."

A beginner should know how to buy the right equipment and how to handle it. But unless he first learns how to get within the range of his prey, everything else is useless. This means getting within 30 or [illegible] yards, the distance at which most deer are killed with hunting arrows.

Your first step toward successful stalking deer is camouflage, the art of making yourself blend in with the forest background. In Eastern forests where evergreens are mixed with hardwoods, find large checked outer clothing, green and black or green and brown, very effective. Gloves can be solid green or light brown. In country where evergreens are non-existent, large checks, gray and brown or brown on brown work well.

Face and hands stand out in a forest like white signal flags semaphoring a message of danger. I have found ordinary da

olive-colored head nets used by fishermen to ward off black flies and mosquitoes ideal for concealing the face while hunting. You can buy these at many sporting goods stores. If not available locally, write L. L. Bean, Freeport, Me.

Footgear must be soft, dull in color and comfortable. Leaf brown tennis sneakers are ideal. In cold country, buy these large enough to permit wearing two pairs of brown wool socks.

Clothing material is almost as important as color. All outer clothing should be wool. Cotton, denim, canvas, corduroy, "duck cloths," twills, khakis, nylons and dacrons, regardless of how good they might look, simply won't do. They make the wrong kind of noise when you walk. Wool is soft. When a twig brushes over a wool jacket or pants it makes the sort of natural and familiar swishing sound that twigs produce when brushing the coat of a walking deer.

Ninety-nine hunters out of 100 move too fast, even when they think they are traveling slowly. A good stalker moves at exactly the same pace used by deer ambling along a trail. There is only one way to learn to walk while deer stalking. Go alone into the woods often—dawn and sunset are the best hours—and sit concealed along a game trail and watch and listen to deer walking. This takes time and practice but it pays off in dead game come hunting season. Notice how slowly deer move, how frequently they stop to listen, look about and test the wind with their black noses.

You won't walk all day. So it is also necessary to learn how to sit and stand absolutely motionless for minutes at a time. You have no idea how difficult this is, until you've tried it. Take a friend along to watch and time you. Practice until it becomes second nature to remain motionless for five minutes. When you sight game you must be able to freeze (stand or sit without a movement) until the deer looks away from you. You cannot brush a fly from your nose, move a cramped foot or raise your bow. If you do, you've lost your chance.

Note the air movements. Deer have extremely keen noses. One whiff of you and your game is lost for that day. Always keep air moving from where you expect your quarry to be, toward you.

[*Continued on next page*]

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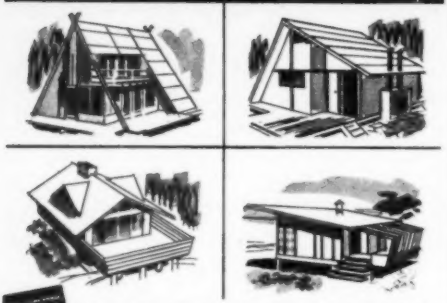

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It's a good idea to join the National Field Archery Association, P.O. Box 388, Redlands, Calif. Ask for their informative booklet, The Basic Technique Of Instinctive Field Shooting, and study it. Also send 25 cents to The New York Field Archers for their valuable publication, What About Bow Hunting In New York. It offers tips for hunters everywhere. Then write to several manufacturers of archery equipment for literature. In case you don't know of any, here are two that have proved quite helpful to beginners in the past: Bear Archery Co., Grayling, Mich.; Paul Bunyan Archery Co., Minneapolis, Minn.

Meet all the experienced archers you can and go afield with them. They can be of great help. Be sure, however, that they don't unconsciously influence you to start with a bow having too strong a pull. This is a common and costly mistake made by many beginners. A first bow with a pull of about 35 pounds should be just right for the novice hunter.

Happy hunting! •

Card Collecting Is Back

[*Continued from page* 73]

anything older than the morning milk, there are more collectors of old cards than ever before.

Boy collectors spice up their hobby by gambling with and for the cards—flipping to match and skimming for distance being two popular games. Grown collectors are generally past that—they treasure their cards too highly to risk them. They buy cards at collectors' shops, they trade with other collectors and they claw through auctions. They are antiquarians of a sort, since many of the most interesting cards go back to the post-Civil War period.

First cards to be collected were called *cartes de visite* and they went back a little *before* the Civil War. These were photographic portraits and people who held each other in high regard would exchange likenesses.

Photography, engraving and lithography opened the real era of card collecting. Before these processes made cheap, good reproduction possible, pictures were rare and costly. The first picture card mania started among people who were picture starved.

Experts divide cards up into three main classes—advertising cards, insert cards and souvenir cards. The three types developed in the last century. Advertising cards were given out by storekeepers or used as displays; they are also called trade cards. The insert cards were and still are sold with the product in the package—the products usually being tobacco, cigarettes, caramel or gum. Souvenir cards were and still are sold to the customer—they include post cards, playing cards, stereoscope cards, greetings and some minor types.

Serious collectors generally make use of the American Card Catalog, published by J. R. Burdick, 1111 Wolf Street, Syracuse 8, N. Y. An hour spent with this book can give the most uncollecting reader a touch of collecting fever. Who can stay aloof to the Actresses series of Turkish Trophies Cigarette cards, or to the Battle Scenes once sold with each packet of Honest Long Cut Tobacco? Or to the Indian Scenes cards that were the reward, possibly the *only* reward, of the users of Kickapoo Remedies?

The charm of yesteryear can be captured, and held in a small space, with a card collection. The quaintness of the pictures, their historic interest and even the artistic merits of the cards, yield pleasures to the collector. But best of all, to anyone who has ever bought a penny caramel or a sheet of pink, resilient bubble gum, is to imagine the feeling of the child who took the card from its wrapper, or begged it from his smoking or chewing uncle, at some bright moment in the past. •

Money In Your Home

[*Continued from page* 77]

That wasn't all. A total of 30 major concerns have bid for rights to put out millions of dollars' worth of merchandise bearing representations of the clock. Its name: Terry Tell-Time. Its origin: Martin Umanoff's own family.

Then there was Irving Brambier, who was watching indulgently one day as his young son tried to understand a deck of adult playing cards. Naturally, the small boy was hopelessly stumped by the relationship of kings, jacks and aces. But would he be stumped by a simple deck of

[*Continued on next page*]

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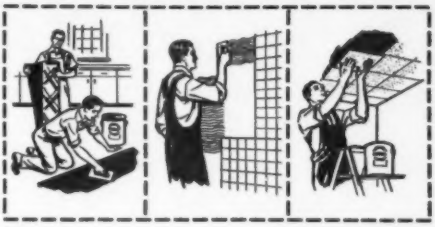

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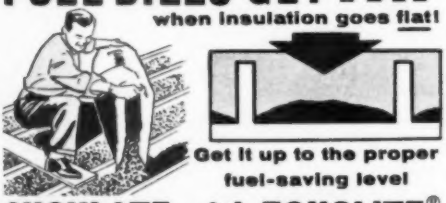

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AT LUMBER OR BUILDING SUPPLY DEALERS

ABC nursery cards? And weren't there children all over the world who would have a whale of a time with simple card games specially designed for them with ABC cards?

Brambier, who lived in Brooklyn, N. Y. went to work. With an investment of less than $1,000, he designed and produced a deck of ABC cards. They sold well and soon he followed with other decks of kiddie cards. Today, Brambier's Ed-U-Cards Co. is the world's largest manufacturer of card games for children. Can your family help make you rich? Replies Mr. Brambier: "That's the story of my life."

Arthur Yeckes is another smart cookie who let his family make him rich. Arthur bought a home, even as you and I, and then found that his family kept calling on him for repairs at inconvenient times. Once the lights blew out late at night. And other time, he got a bad leak in the concrete slab on which his house rested.

Arthur began thinking: "Wouldn't there be a big call for a round-the-clock reliable house maintenance and repair service? Wouldn't homeowners be delighted to be able to get competent service at prevailing prices in an emergency—anything from a TV repair man to an exterminator?" Yeckes formed a service club to do just that. Today, his Allied Homeowners Association charges an annual fee of $10 for the first year, $5 thereafter, to members who can call the association's central switchboard whenever they get into trouble. On tap are some 250 contractors, suppliers and specialists in all types of home repair, each thoroughly screened. Already, the outfit has 3,000 subscribers in the New York area. What's more, Yeckes is establishing branches all over the U. S. on a franchise basis.

But now the questions arise: *After* the Big Idea glows your way, what then? How do you manage to get it off the ground? Just about the best way of finding out how to make a money-making notion actually make money is to take a look at the people who did it.

As far as a service idea is concerned, you can start right in your own home. For example, Arthur Yeckes began his home maintenance and repair organization by setting up a small office, manned by his wife and himself, right where he lived.

First step was to line up about 35 or 40 contractors—painters, electricians, etc.

Next, he began lining up customers. He did this in one of the simplest, basic ways—by direct mail solicitation. He had circulars printed explaining his operation, then mailed out himself to friends, neighbors and anybody else he felt might be interested.

In getting a manufactured item on the market you can, of course, try to sell it on either a flat fee or royalty basis, or a combination of both, to a large firm. Or you can try producing it yourself.

Irving Brambier did. He hired an artist to make up a deck of 36 ABC cards. Then he had a printer work up color plates, from which a quantity of cards was produced. But Brambier didn't set up his own assembling, packing and mailing plant—he simply sent his materials to a firm which specializes in assembling things on a contract basis. This company put together decks of cards, boxed them, even labeled them and placed them in cartons.

Meanwhile, Brambier had used the direct mail method to solicit orders from chain stores and wholesalers. When these came, he sent them along to the assembling firm, which also shipped out the completed merchandise. As stated earlier, Brambier did all this with $1,000.

You can also roll up your sleeves and do the whole thing yourself, as Bill Deretchin did with his kiss-proof garlic. Bill rented a small store, hired an assistant and bought some machinery. He got cooking equipment, bottling devices, a machine to cap bottles, and started. He cooked up his product, filled a distinctive type of bottle he purchased from a bottle equipment supplier, pasted on labels which he had printed. He acted as his own salesman, too, getting orders himself from supermarkets and wholesalers. In addition, he was his own distributor.

One way or another, they got their businesses airborne. It took work and it took time but the imporant fact is that it can be done. And it *is* being done all over the country by a new crop of young men who have learned that a man's family can be worth a lot to him—in more ways than one! •

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Electric Cars

[*Continued from page* 69]

the electric's power plant has no recipr cating engine parts, no clutch, transmi sion, cooling, fuel or ignition system. Yo just turn the key and you're ready to ru The electric car is virtually noiseless operation and produces no exhaust.

While batteries and electric moto have been greatly improved since the he day of the E cars, the problems of weigh batteries with limited range and the tim needed to recharge them—usually abo seven hours—still remain to be solve However, since present-day electrics a designed as a second or third family c which would be driven less than 100 mil a week, they can be offered as tr economy vehicles.

Energetic research is also going on f an electric auto that can travel great di tances without having to stop and recharg its batteries. American Motors and Son tone are working together on this projec They are experimenting with the sintere plate, nickel-cadium battery which more costly than the lead-acid type. Th battery requires only 20 per cent of th space occupied by the lead battery a its life is estimated to ten to 20 years. can be completely recharged in 20 mi utes. Sonotone is also looking into a sma gas engine that would drive a generat to keep the battery at virtually fu charge.

The DeSoto Division of Chrysler is al looking into the future with its exper mental car, the Cella. It is designed to ru ultimately on a fuel-cell (a device th converts gases directly into electricity which would power four electric motor one adjacent to each wheel.

The fate of the electric is still uncerta and it remains to be seen whether or n it can make a successful comeback. B you can bet that a lot of people are watc ing the electric car with more than a casu interest. •

Has Gun, Will Travel

[*Continued from page* 78]

"They *like* it," smiles Powell, producing s steadily increasing sales invoices. The rders from a network of manufacturer's ents include demands for up to 600 dozen ammer guns at a time.

Refilling the "ammunition" orders—ree dozen rubber bands for 25 cents—the main part of the business, according Powell.

"A cowboy who's likely to run into a owdown any minute wants his ammuni-n in a hurry," he says.

The amazingly accurate Slammer gun loaded by stretching a band from the ront of the barrel to a tip on a revolving ammer. The hammer is cocked, another p comes up and the process is repeated. will handle up to six rubber bands. The ammer is operated by a catch-release igger which permits the hammer to make forward quarter turn with each squeeze. ammer and trigger are made of nylon.

The Slammer gun is the brainchild of roduct designer Clark Stephens, who uilt a rubber band gun for his eight-year-d son.

The first model of the Slammer was ade of wood with aluminum mechanical arts. The next, and prototype, was made black plastic. The gun had what Powell lls "play appeal."

Stephens knew he had something and ecided to tackle the formidable job of get-ng the gun to market. That's where owell came in. The patents and trade-ark of the Slammer were taken over by e newly incorporated Slammer Gun Co. tephens became a major stockholder and so holds the title of vice president in harge of product development.

Stephens' future toy creations will ap-ear under the Slammer label. He now as the time he needs to concentrate on ew developments.

The Slammer arsenal will be enlarged on. A rapid-fire rifle, with a built-in cochet sound, and a short pistol are on e drawing boards. A new quick-draw olster is also in the works.

In the meantime, the Slammer Gun o. hopes the kids of America will eep shooting straight—with rubber nds, that is. •

Handles for Glass, yet!

Unless in the glass business, you probably won't pay $11.50 for this Red Devil Vacuum Grip Glass Holder that makes it easy to lift and place sheets of glass, steel, marble or anything smooth and heavy. But now you know how they do it.

It's Practically Impossible to burn fingers, bark knuckles if you use a Red Devil Burn-Off Knife with l-o-n-g handle, and good stiff blade. The largest of 4 sizes costs but $1.80, so why do it the hard way? Good for scraping floors under radiators, too.

Why Didn't They Think Of It Before? Polyurathane pad attached to a good handle makes a Red Devil SP2 Screen Painter. You dip it in a shallow paint pan, wipe the screen with it, and presto!—job's done. The cost? Just 29¢.

Sign Of A Good Paint Store. Buy paint only where you see one of these red machines. It's a Red Devil Paint Conditioner and for it the dealer paid about $150 so he can shake your paint into factory-fresh suspension to save you stirring—or blend colors to your taste.

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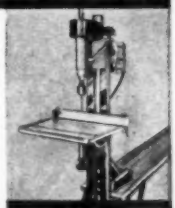

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Zig-Zag Missile

[*Continued from page* 87]

According to Dr. Theodore Merkle the Atomic Energy Commission, such missile "can be built with today's know-edge and technology." Dr. Merkle Director of the AEC's Livermore Labo-tory and head of Project Pluto, the U nuclear ramjet program. In testifying fore a Congressional Committee, he his associates recently made this st ment. "Adequate materials are prese available for all parts of an operati supersonic vehicle. All that is needed put these missiles on the firing line is will and the money!"

Engineers of Project Pluto are working on Tory-2, a scaled-down test actor designed to demonstrate that a s atomic-ramjet engine can be built operated. Succeeding projects will ste up to practical missile size.

The missile that this team would like build is described by General Donald Keirn, USAF, chief of the Aircraft Re tors Branch of the AEC's Reactor De opment Division.

Being an unmanned vehicle, says General, shielding against radiation d ger would present no severe proble The missile would be easily capable supersonic speeds at low levels. Its ra is practically unlimited and considera payloads can be carried. Since its fl is aerodynamically controlled—like the an airplane—it can change direction altitude at will, dodging and dog-legging avoid interference. By using a system monitored inertial-guidance, it will alw return to its programmed course and final target accuracy should be excell

In operational service the zig-zag m sile can be transported by train or tru trailer and launched from almost any o space. With dozens of these missiles c stantly moving about the country by r or rail, they will be almost impossible spot or knock out. Initial launching be assisted by chemically-fueled boos rockets. These will accelerate the mis to ramjet operating speed and lift it hi enough in the air to avoid contaminati the ground when the atomic powerplant switched on. In military terms, the miss will be cheap as compared with today

t weapon systems. Due to its high load weight ratio, it will deliver tre-dous destructive power per pound.

escribing the machine's internal ar-gement, Dr. Merkle called it "a flying erplant" and said it would be "as ged as a crowbar!" Inside the droop-t air inlet in the nose, is a bullet-ed "diffuser." This contains the guid-e system in its point, a hydrogen bomb s rounded body and an air coolant sys-in its tail. The latter moderates the t generated by the missile's Mach-2 eds. Entering air, rammed into the icle's open mouth, is forced into the ked-down passage around this diffuser thus compressed. It then passes aft, ough the center hole of a doughnut-ped reactor where it is expanded to y times its original volume by the tre-dous atomic heat.

This explosive air mass then rushes out tail nozzle and its reactive force pro-the missile. Interior vanes open and e to vary the nozzle area, thus control-g the speed at various altitudes and air-essures. A similar system of hinged outer surfaces surround the tail. Moving in the aerodynamic airstream, they function like the rudders and flippers of an airplane to control the missile's climb and turn.

By following the land and water contours across intervening oceans and over entire continents, the projected weapon would pass well below the level of radar detection. Unless spotted by an airborne radar flying at high altitude, the attack should come as a complete surprise. If it can be perfected, Uncle Sam's zig-zag missile may well become our main guardian of peace in the future. •

Using a battery-powered outboard motor, this handsome model really performs beautifully. Construction is mostly of balsa, with plywood added where extra strength is required. For your copy of these complete, full size plans, remit 50 cents to MECHANIX ILLUSTRATED Plans Service, Fawcett Bldg., Greenwich, Conn. Please specify Plan No. 420.

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A Dome Observatory

[*Continued from page* 145]

the curvature of the dome. It is made of three pieces, each 12 feet long. They were all rolled separately, then welded together to make one large circle. After being welded it was checked for accuracy and was found to be within ⅛-inch of the required diameter.

The wheels were cast iron cable sheaves with a ¾-inch face, six inches in diameter. The reason for these large wheels is, of course, to carry the unusually heavy load. A mechanical drive is proposed for the near future.

Supports were made of ⅜-inch flat steel. There are six wheels and 12 supports. The supports were set in a jig and all the holes for the shafts that support the wheels were then drilled. The jig kept a very close tolerance so that the height of all the wheels was the same.

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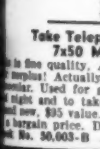

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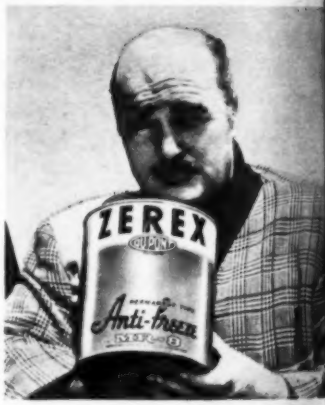

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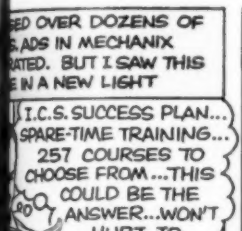

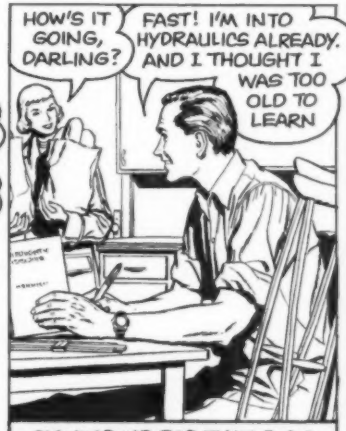

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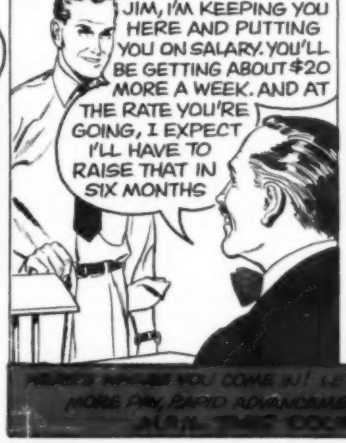

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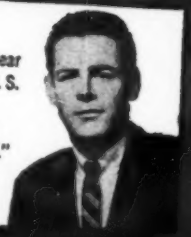

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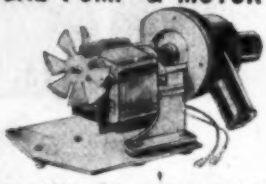

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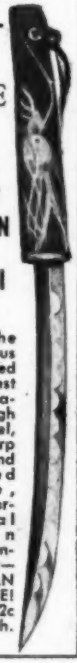

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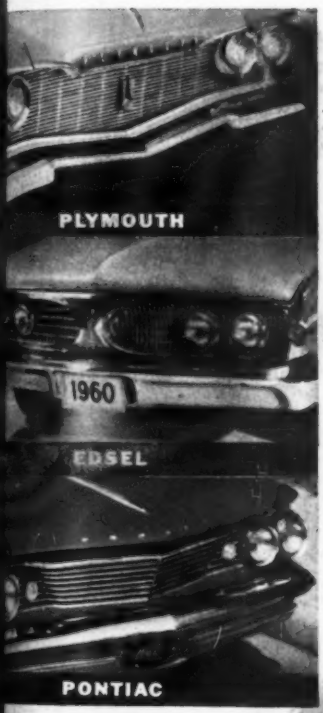

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